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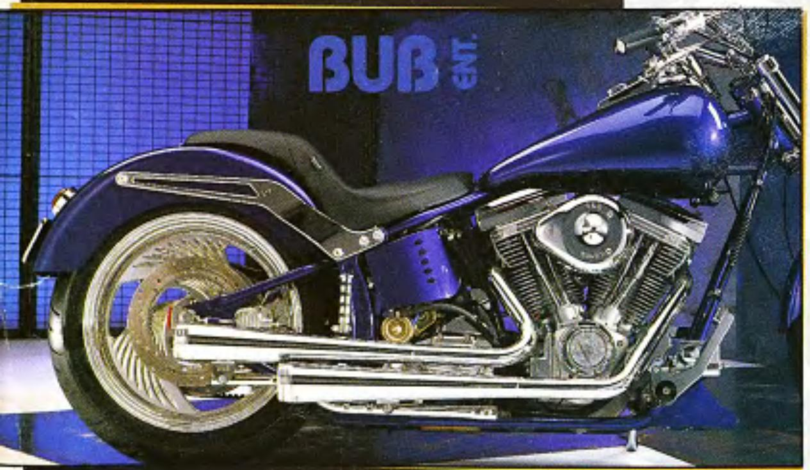

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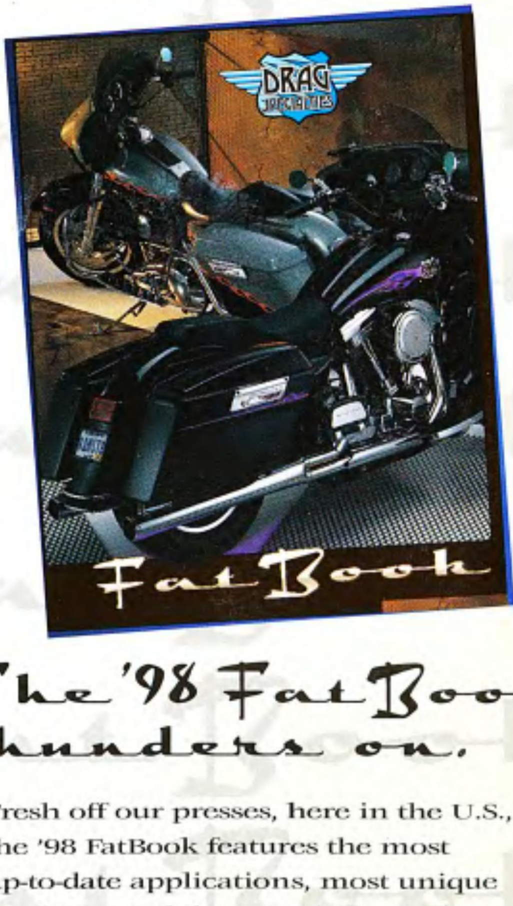

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TAKING IT EASY

Some more hard-to-believe lawsuits: In a would-be suicide attempt, a New York man jumped in front of an oncoming subway train. He was rescued, but lost his legs as rescuers struggled to save his life. He is now suing the subway system for $10 million. The families of two Florida fishermen who drowned when they went out to sea despite warnings of an approaching hurricane are suing the National Office of Atmospheric Research. No one is arguing that the warning wasn't given, but the families are stating that the fishermen weren't specifically told not to go to sea. A golfer filed a lawsuit against the golf course for at least $15,000 in damages after being hit in the nose by a stray shot. The shot was hit by the guy suing—it had hit a yardage marker, bounced back, and hit him in the face. And here's our last one for the month: A man on death row sued the Food and Drug Administration arguing that it hadn't declared the drug he was to be executed with "safe and effective." A lower court ruled in the prisoner's favor. The federal appeals court later overturned the ruling and decided in the favor of the FDA. (Well, at least some lawsuits are creative.)

I guess when you're in the throes of passion, you don't stop to think ahead. This guy saw a nude man and woman standing alongside a parked car. They said their car was locked and they needed assistance getting back in. The guy left to make a phone call for help and when he returned, the couple were gone and broken glass was on the road. A deputy stopped the vehicle and found that the couple matched the description given by the caller. The two had met in Denver, were en route to South Dakota, and stopped to get to know each other better. They found the car too small for what they had in mind and later realized they had locked themselves out.

The tape recording played at his preliminary hearing in Las Vegas revealed that a man called 911 because he needed help in finding a way to kill his wife. The frustrated man told the operator, "I've tried to strangle her about four different ways. She won't die." The operator asked, "Why are you trying to kill her?" He said, "Because I don't like her!" When the operator suggested he consider divorcing her instead, he replied, "Isn't it a lot easier just to kill her?"

The defense had just finished the closing argument in a murder case when he decided that the prosecutor had waved his finger at him one time too many in accusing him of making inadmissible statements. So the two attorneys started wrestling on the courtroom floor. At one point the defense had the prosecution in a headlock and was repeatedly ramming his head against the jury room door while the jury was inside deliberating. Jurors wound up taking bets on the outcome of the match.

Talk about having a bad day! This guy and his friend decided to attend a local concert. Having no tickets (but 18 beers between them), they thought it would be easy enough to hop over the 9-foot fence and sneak into the show. So they pulled their pickup over to the fence and the heavier of the two (by 100 lbs.) decided he would hop over and then help his friend over. Unfortunately for the first one (the heavy one), there was a 30-foot drop on the other side of the fence. So having heaved himself over, he found himself crashing through a tree. His fall was broken by a large branch that snagged him by his shorts. Dangling from the tree with one broken arm, he looked down and saw a group of bushes below. Figuring the bushes would break his fall, he removed his pocket knife and proceeded to cut away his shorts to free himself from the tree. Finally free, he crashed below into holly bushes. The sharp leaves scratched his entire body, and, now being without his shorts, he was the victim of a holly branch penetrating his ass. To make it even worse, his pocket knife proceeded to fall with him and landed 3 inches into his left thigh. Seeing his friend in considerable pain, the other guy decided to throw him a rope and pull him to safety by tying the rope to the pickup and slowly driving away. However, in his drunken state, he put the truck into reverse rather than drive and crashed through the fence, landing on and killing his friend. The driver of the truck was thrown from it, suffered massive internal injuries, and died at the scene. When the police arrived, they found the pickup with its driver thrown 100 feet from it. Upon moving the truck, they found the heavy one under it, half naked, with scratches, a holly branch up his ass, a knife in his thigh, and his shorts dangling from the tree branches 25 feet in the air.

A question was asked of one of the contestants of the Miss Universe contest. The question? "If you could live forever, would you and why?" The answer: "I would not live forever because we should not live forever because if we were supposed to live forever, then we would live forever, but we cannot live forever, which is why I would not live forever." (Wow!)

Here's a quote from a well-known person (who shall remain nameless) during an interview to become spokesperson for a federal anti-smoking campaign. "Smoking kills. If you're killed, you've lost a very important part of your life."

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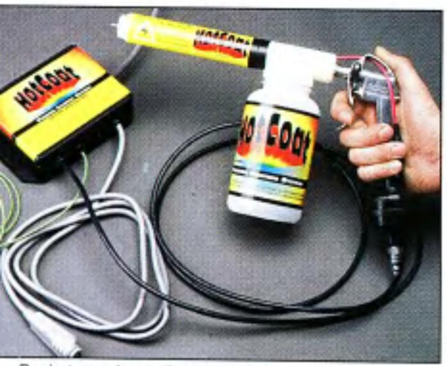

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The Audit Bureau

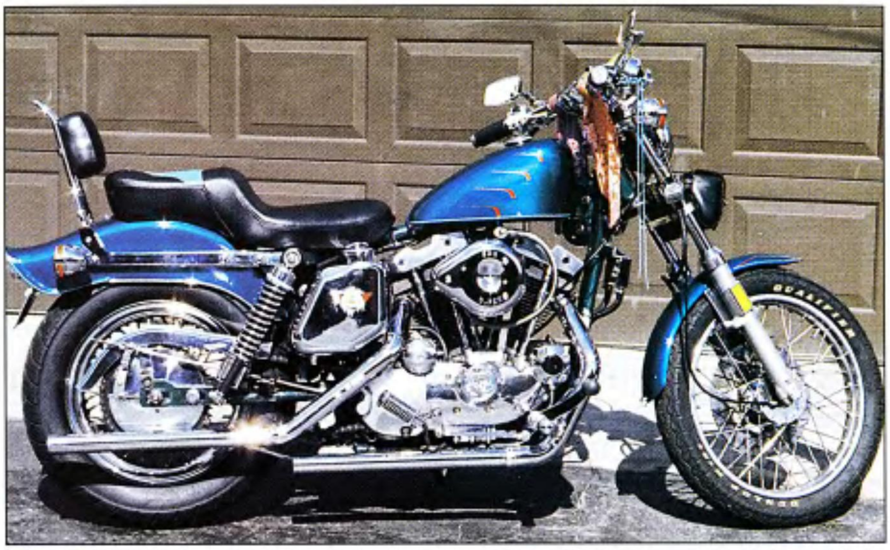
WORDMONGER

We're Stressed?
Hey, guys, I know the stress of the holiday season gets to us all, but in the last two issues of the rag you let two articles get in completely wrong. In December '97, page 110, the RUB article was upside-down. And in the January '98 issue, pgs. 78-81, "Flamin' Determination" was printed backward, pictures and all. It's not the first time with pictures. A few past articles came to mind when I saw this.

Well, enough putting you down. Other than these and a few other mistakes, over the past 20-plus years it's been a great magazine.

I'd like to see more older Sportsters featured or even mentioned. More and more of them are being restored these days. Here's a picture of my own '74 Sportster. Wouldn't mind seeing it in print.

M.J. Marra
Cohoes, N.Y.



Quibble Quibble
I thought the article you did on Paulie Dagostino's FL in the January issue was the most annoying shit you ever did.

Then I read the February issue. Are you guys so hard up for photos in "In The Wind" that you run the same photo in back-to-back issues? (January, pg. 71, bottom right and February, pg. 72, bottom right). Did you pay Cy Kotick double for using his photo twice?

OK, maybe this one was an oversight, but if you are short photos, you should consider rerunning the photo of Rose (January, pg. 72) or the photo by Paul Shermer (February, pg. 71).

Peter Barry
Allendale, New Jersey

We ran it twice so you could see the full monty.

In Praise of KRB
As a kid and up to the age of 18, I grew up in California. Reading K. Randall Ball's new book, *Outlaw Justice*, brought back a lot of good things in my life. I lived in Sacramento, Folsom (the town, not the walls), Oakland, and east L.A. for years.

I liked your book and had a hard time trying to keep from speed reading because I was in such a hurry to turn the pages. I know it's fiction, but it was all so real as I read it. I could find only one little thing that made it unreal—B-52s were not in WWII, B-17s and B-29s were.

Thanks very much for the book. I've got it right beside the first one (*Prize Possession*) with the dogs keeping an eye on them. The plan is to give them to my grandsons when I'm sure they're old enough to take care of them.

McCormick
Seattle, Wash.

A Special Thanks
For what it's worth, during August of '97, I was out running down a part for my Jeep. The only thing running was my 1980 Shovelhead. Not a problem—I'd rather ride the bike anyway. It ran great. It was a bitchin' hot August afternoon and I got the part, but the bike didn't want any part of the return trip.

I'm pulling off the primary case cover in 90-plus heat on the side of the dirt road. Yeah, I know, you've been there and done that, too. Lots of fun, right? Well, along comes biker bro Doug who says I can use his shop to work on my bike out of the sun. Doug even lends me a helping hand as I've kinda fried my brain out in the scorching sun. Well, the primary chain (remember those?) got a little too loose and took out a lot of stuff. So you get the picture—I'm out in the middle of nowhere, it's getting dark, and my ride is real sick. I can't find or get in touch with anyone with a truck, trailer, or ox cart. Biker bro Doug says it's cool to leave my scoot in his shop. Yeah, right, I know—wave good-bye to that pile of parts.

It didn't come down that way at all. Doug was true to his word, and my ride was waiting right where I left it. Sometimes you just have to trust people.

Well, we got the bike back home and are doing major repairs to it. If you're in the market for some auto parts, try the bros at Inland Auto Wreckers at 14451 Whittram Ave., Fontana, CA 92335. You'll find some cool bros working there. A special thanks to Doug.

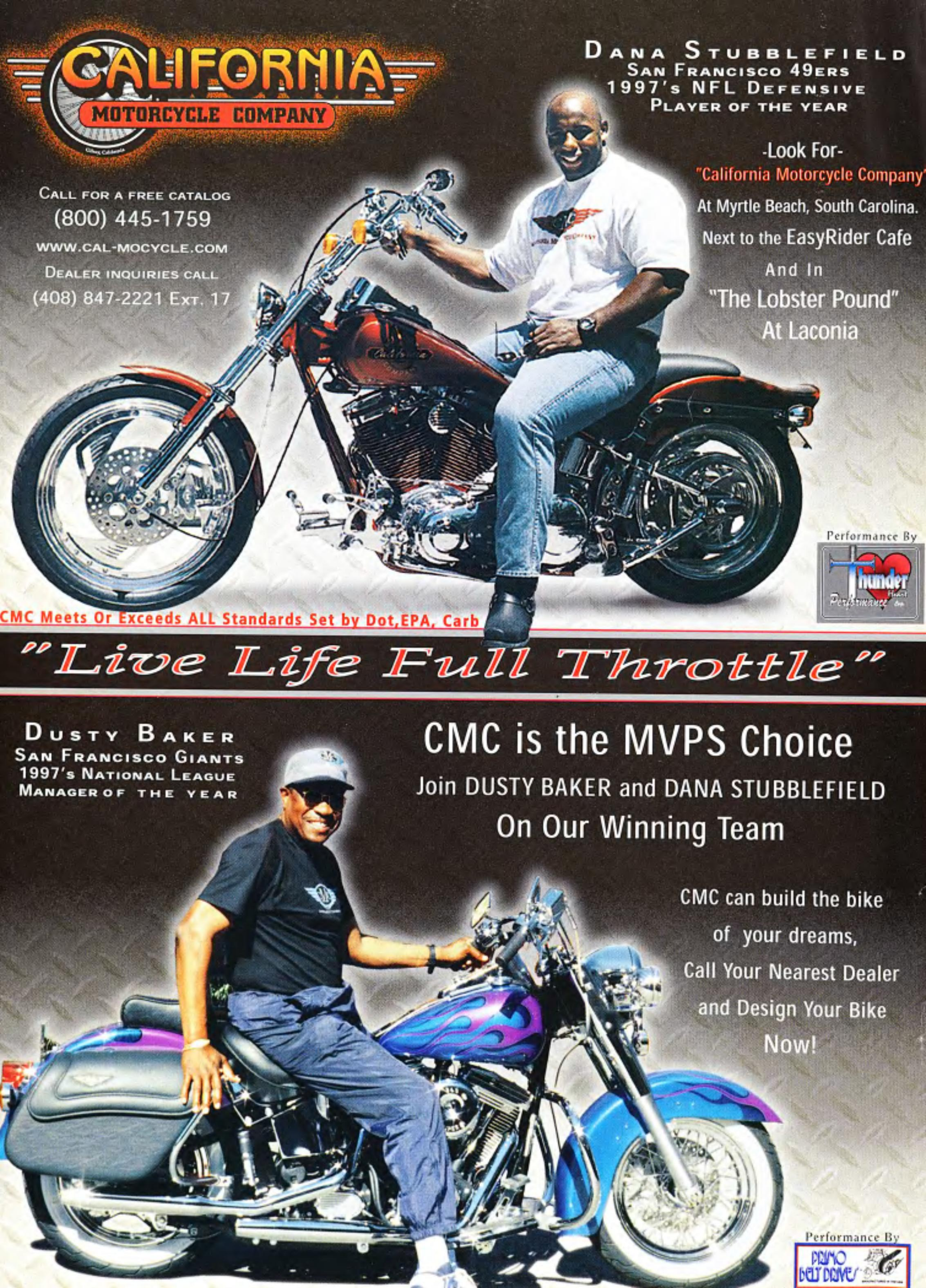
Louis Malin
Long Beach, California

Differences of Opinion
J.C. of Weedsport, N.Y. ("Short Strokes," Feb. '98 issue), claims he works where Timken and Torrington bearings are made and that they are made of the same steel, just given different names.

Let me set the record straight. No one works where Timken *and* Torrington bearings are produced. These are two different companies in competition with one another. As for the steel, Torrington buys its steel from the Timken Steel Division, and it's highly unlikely that Timken would sell the exact same lot it uses in its own quality bearings to a competitor.

Timken bearings are of the highest quality. Sure, you can purchase Torrington bearings for the same applications cheaper, but as in the scooter market, you get what you pay for.

J. Erwin
New Philadelphia, Ohio →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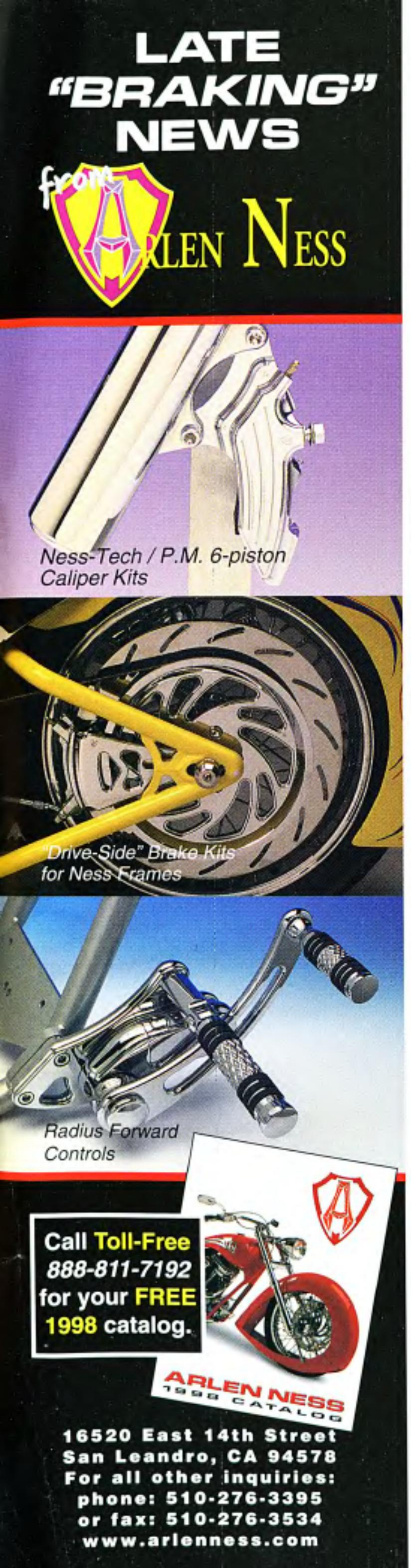


I'm responding to the article that says J.C. of Weedsport, N.Y., works for a company that makes Torrington and Timken bearings. I doubt he works for such a company. I've worked for Torrington for 32 years, and we make the best bearings in the world.

If you, Bandit, or any other *Easyriders* personnel are ever in the Clinton, S.C., area, please stop by the Torrington Company Clinton bearings plant, and I'll show you how we make the best bearings in the world. We don't make Timken bearings here. Just the best bearings in the world.

Bill Thomas
Laurens, South Carolina

Words From A Diehard Fan

I stumbled into the local magazine store trying to satisfy my need for the new issue of *Easyriders*. I staggered over to the section where the li'l jewels are usually waiting for me to buy 'em and what do I see? (Or don't see?) It was damned near the 10th of the month, and they hadn't gotten their new shipment yet.

Anyway, I figured maybe I could get my fix off the *Iron Horse* rag. I opened the January '98 issue and lo and behold! The first thing I saw was an art piece done in pen and ink of good ol' Bandit kicking over his Panhead in the first road test (*Easyriders* #11, February 1973). I guess we know what the people at *Iron Horse* read in their spare time.

You guys are probably tired of raisin pie, but I've got a big fuckin' piece for ya anyway. I enjoy your rag probably more than you guys enjoy puttin' it together. Thanks for the inspiration, Bandit, Rip, JT, Loudmouth, and everyone else. Ride on, forever.

Jason "Wildman" Widman
Spokane, Washington

Needs Info

I saved a "Cimatti" pedal bike from the jaws of a garbage truck. It has a "Motori Minarelli" motor. Can you help me with info? Year, history, parts, etc.? Thanks.

G.E.
Chicago, Illinois

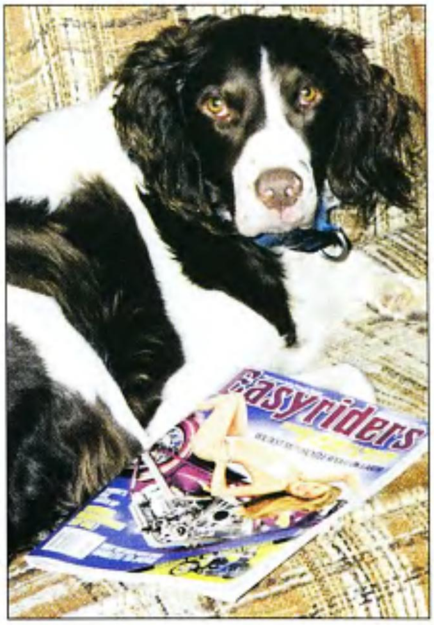
Shoulda left it in the trash.

Calm Down!

This is for Paula Tyer of Dutch Flat, California (Monger, September '97 issue). Calm the fuck down, lady. All it was was a couple of words on paper. Don't take it so personally. There are more things to worry about than someone calling you a "little woman."

Sounds like you have a lot of time on your hands. Just ride your fuckin' bike and bite the bullet.

Jake Lasko
SoCal



Puttin' Pooch

Wisconsin winters are too long. Thanks for a great mag. Even our dog, Taggartt, who rides on our '58 Triumph, enjoys dreaming of ridin' and beautiful ladies.

Hope to see one of my pictures in your rag someday.

Glen
Sturgeon Bay, Wisconsin

Looking For Help

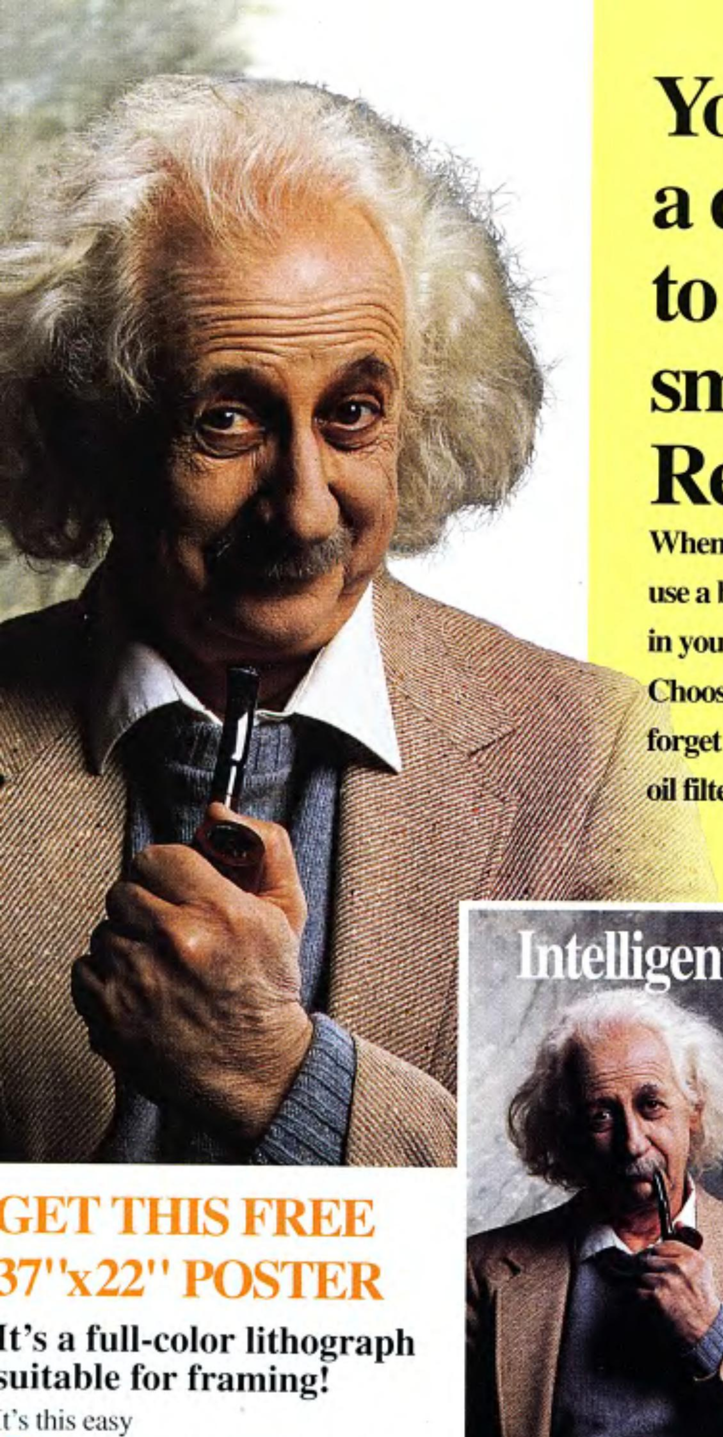
I'm writing to your magazine hoping to find some good people willing to help a young biker with a restoration project that is very personal to me.

My father died in a truck accident leaving me with his 1971 FLH. I spent a lot of time making it road worthy. After about three months of riding it, the motor exploded. I tore it down to find a rod busted, which completely destroyed the motor. The last few years I've been trying to find a set of used motor cases to start my restoration. I've searched western Illinois and parts of Iowa trying to find a used set, but I keep striking out.

I've spent my life working on a large hog and grain farm. I don't make a huge living and am turning to your magazine in the hope of finding people who care to help or point me in the right direction. I don't want or expect a miracle. All I want is to fulfill my restoration and return my father's pride and joy to the wind and help his memory be a living part of my heart and soul. Any help or info would be deeply appreciated and never forgotten.

Ron Patterson
1188 280th Ave.
Alexis, IL 61412
(309) 482-6126

Have anything to say? Want to bug the staff about its mistakes? Want to give a well-deserved pat on the ... back? Poison pen letters, threats of violence, love letters, propositions, and demands for payment may be sent to Wordmonger, Easyriders, P.O. Box 3000, Agoura Hills, CA 91376-3000.



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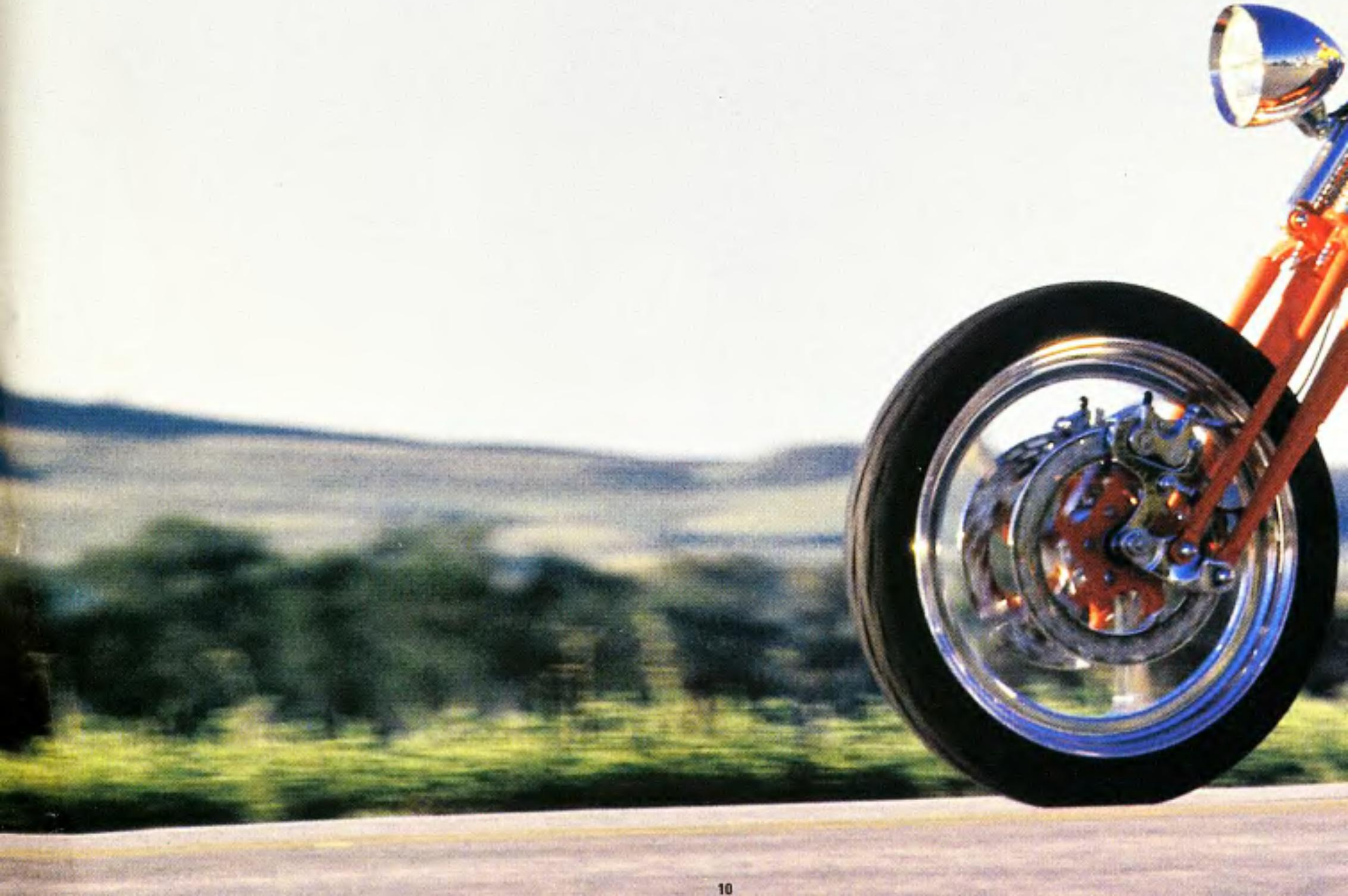
A MOVING EXPERIENCE

City Pricks, Pro-Stock Cars, Billet, Tech Tips and Moving Vans

Grab an icy-cold one and a notepad, then read this diatribe of hard work, years of experience, and lousy city officials. It'll help with your next project—I guarantee it. First, a brief background. This is Larry Page's bike. He's a nice guy from Virginia, who owns several Departure Bike Works-built bikes. He stumbled into Donnie Smith at the Ohio trade show and said, "Let's get together in Daytona." Donnie nodded.

Once in Daytona, Larry, who worked hard all his life and now owns a handful of car dealerships, asked Donnie, "Would you build me a Panhead chopper for the '90s? I want the best of everything and as much billet as possible." (To each his own, right?) Donnie nodded and a week later returned to chilly Minneapolis, his home base, and where he's run his bike building operation out of his garage for the past 15 years. That is, until he got home and the city government was waiting for him. "Can't build bikes here no mo'," they said in official terms. Donnie nodded and began driving around town looking for a suitable site.

Larry's bike wasn't the only one on his plate at the time, and he added it to his list with the deadline presented in black and white on his garage door like a proclamation from hell. In addition to the rapidly approaching crunch to depart, he had to find a joint that would have him. Enter Don Ness, a noted NHRA car builder who specializes in Pro-Stock cars, with an emphasis on fast, very fast



Firebirds. He's known as the "Titanium Wizard." Don bought a Softail and began stopping by Donnie's shop for advice. While hanging out there, Donnie's help was bitching in vivid tones about the city and the lack of appropriate industrial space to move to. Don said, "Hey, I got a space next to my shop. Could be just right for you." Donnie nodded and climbed into his slammed truck to check it out. It was perfect—except it had no electricity, plumbing, heat, air-conditioning, walls, office, carpet or ... you get the picture. He made the deal in August and began moving in as Thanksgiving approached.

That move has been a godsend. Don's 20-year operation is the epitome of high-tech and metal working talent. It immediately began to rub off on Donnie's already experienced crew as they threw the circuit breaker in the completely remodeled industrial space and went to work on Larry's dream Pan. Donnie painted the concrete floors, dry-walled the entire facility, and hung posters of my bikes (nice touch). He built an office, a head, a mezzanine, then wired, heated, and air-conditioned the facility and painted the whole joint white. His men were so impressed they instituted a weekly program of waxing their Western Manufacturing lifts and detailing them with chrome fasteners.

Meanwhile, Don Ness hung out with Donnie on a regular basis, sharing ideas and technology to the point where he became a regular fan of this whole world we live in and, along with Joe Petrafitta, initiated the purchase of an *Easyriders* franchise in Minneapolis, behind the famous Whiskey Junction Saloon. Don's talents are now rubbing off on the proposed shop, which will feature a massive, chopped wide glide front end framing the front doors.

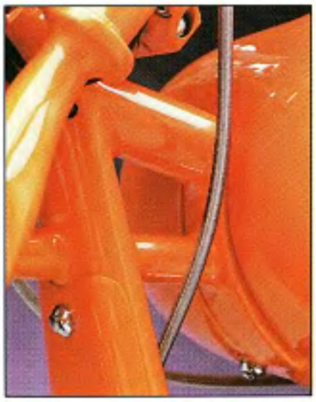
All right, so it's been a busy time. But during each phase Donnie has focused chromed brain cells on this Pan. First, the 80-cubic-inch engine is not just a factory engine polished and slapped into a frame, or an S&S →

motor out of the box, but a complete build-up from the crank bearings up. He started with STD cases and heads, had to find rocker assemblies, Chrome Specialties billet cam cover, Custom Chrome, Inc. lifter blocks, Andrews pushrods, S&S shafts, S&S wheels, S&S barrels, S&S intake manifold, and then made everything work together. Leo DiOrio made the billet Pans, another nice touch. Even for an experienced engine builder, there are tremendous risks in hoping that parts that have never shared the same space mate reliably.

While Donnie was modifying the Jesse James rear fender and dicking with the Daytec frame, he was inspired to design a special frame for Chrome Specialties. Then he cut the Paughco gas tank to shreds and built this one to fit the design and chassis and touched it off with a flush-mounted gas cap.

Then Donnie received a furtive call from the Camel cigarette people. "Would you build a bike for our Bike Event Program next year?" Donnie nodded and hung up. Camel is working with four builders who are all building Camel-themed bikes to tour the entire country next year—watch for 'em. Donnie, Ron Simms, Don Hotop, and Rick Doss are all building cigarette bikes.

Donnie's staff gave him a



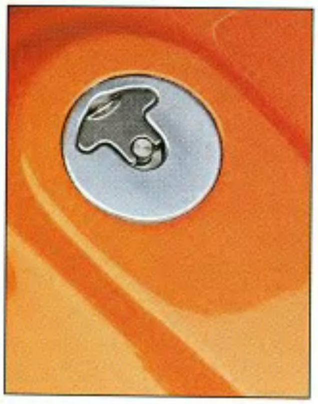
hand-held tape recorder to take notes. So as he hung up the phone and began to shave all the tabs, rough edges, and fork stops off the new factory Springer, he looked for the miniature recorder. To accompany the dual disc, he machined and mounted the needed brackets on the other leg. He glanced around the pristine shop for the recorder. His machinist and the man who machined the mid controls for this piece asked, "You lose it, already?"

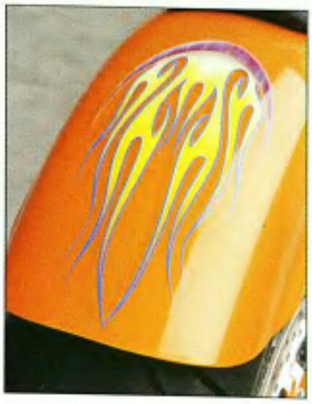
Donnie nodded as he pulled the engine pieces apart to have them painted and polished. He also painted the centers on the rotors and pulleys for that detailed look.

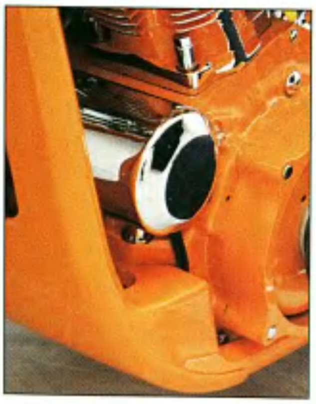
As the shop project converged, so did Larry's project with a 3-inch Karata belt drive and Primo clutch. John machined all the billet covers of Donnie's design.

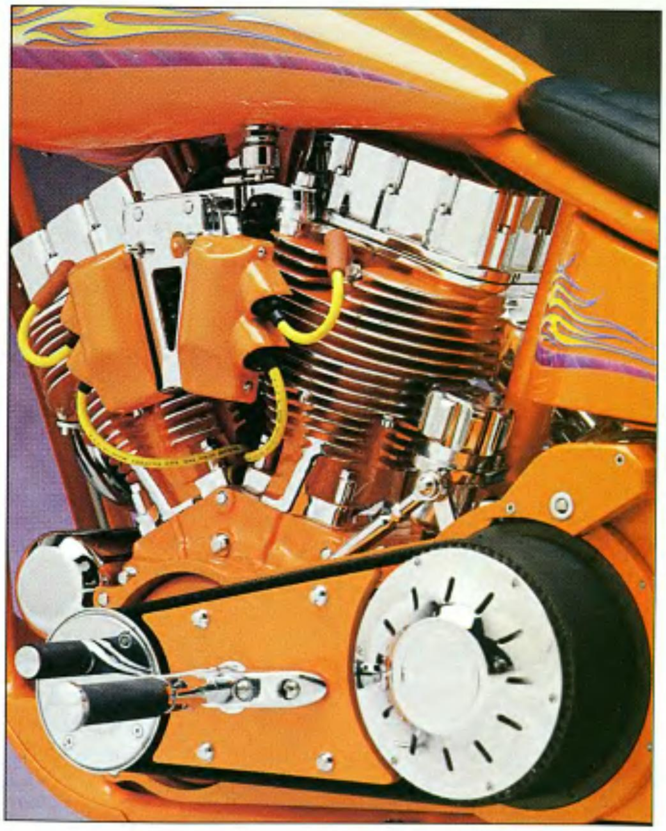
One final tip from the Smith shop: Donnie uses clean, flexible Goodrich oil lines that have a slim 5/16-inch OD, and a required 3/8 ID for proper flow. They're Teflon-lined and come ready-made to length with swivel 1/8-inch pipe threads for easy fit to existing hardware.

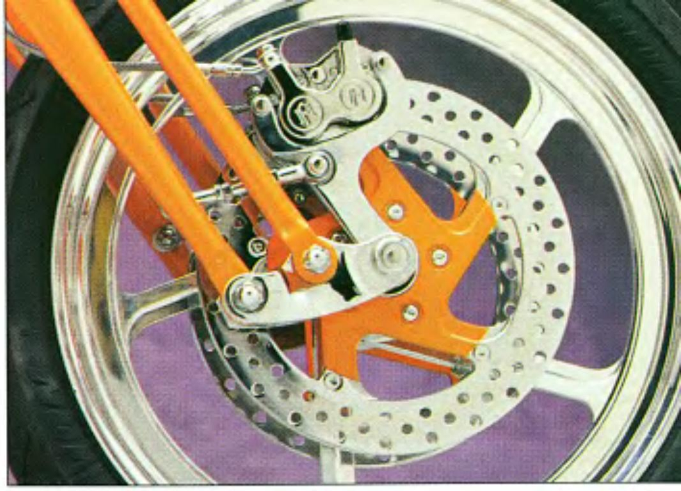
All right, there you have just another six months in the life of a charter Hamster, bike builder (20 years-plus), and Motorcycle Hall of Fame recipient—right, Donnie? He just nodded and went back to work. *—Bandit*

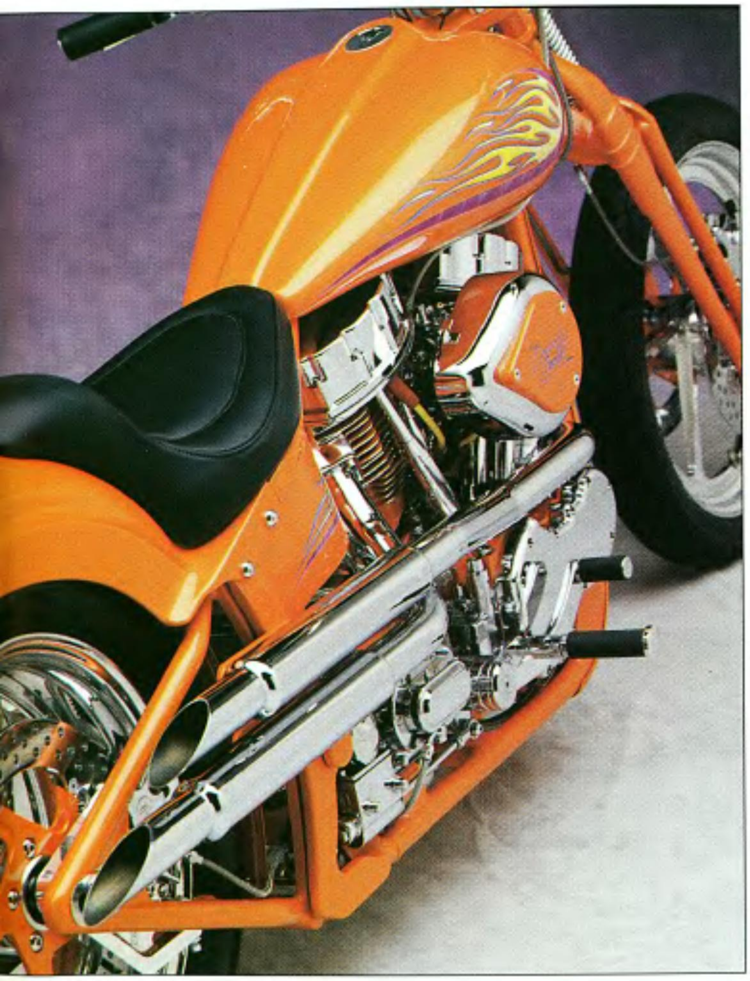


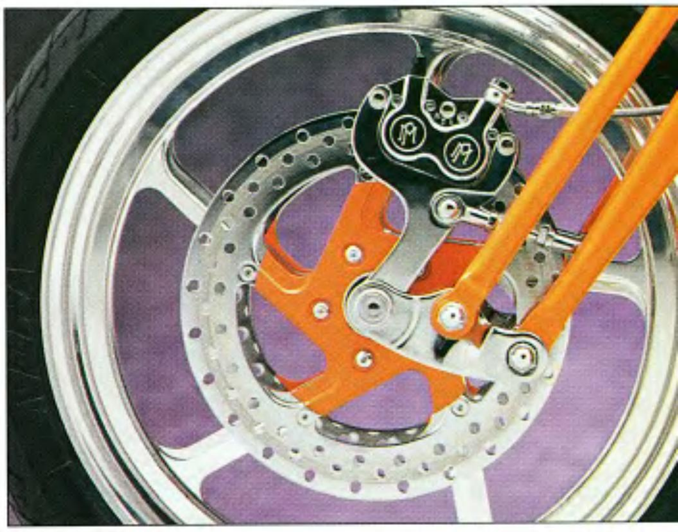


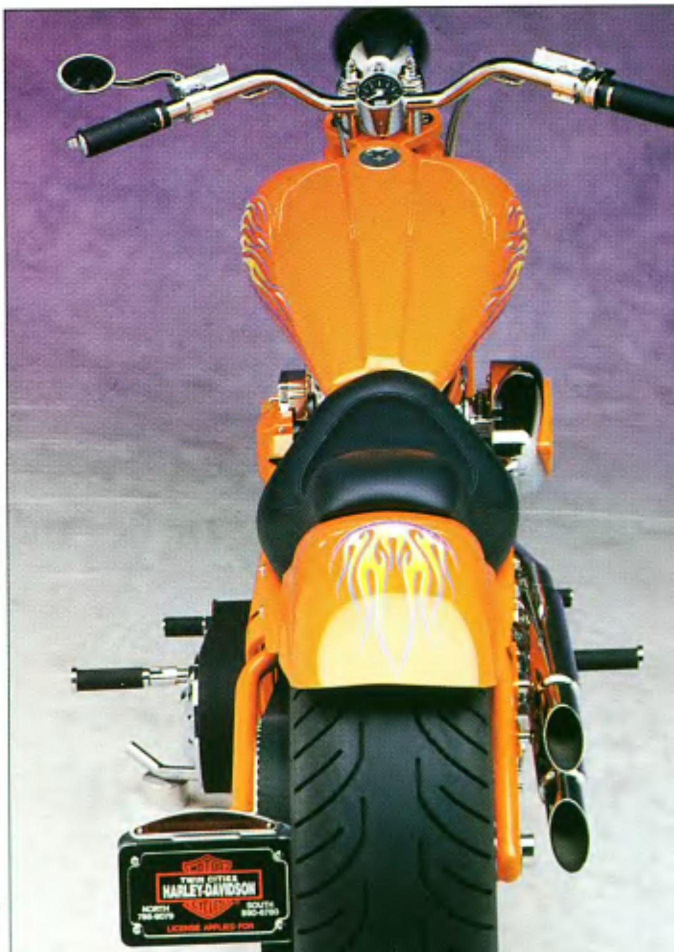











HARLEY-DAVIDSON

Owner: ...Larry Page
City: ...Richmond, Virginia

General
Fabrication: ...Donnie Smith/Rob Roehl
Year/make: ...1997
Model: ...'90s Pan
Assembly: ...Donnie Smith/Scott Muehler
Chroming: ...Pat Obringer

Engine
Year/model: ...1997 STD
Rebuilder: ...Don Tima
Ignition: ...Nempco
Displacement: ...80 cubic inches
Lower end: ...S&S
Pistons: ...Wiseco
Cases: ...STD
Heads: ...STD
Cam: ...Crane
Carb: ...S&S
Pipes: ...Donnie Smith/Mac
Modifications: ...balancing by S&S, S&S air cleaner

Transmission
Year: ...1997
Shifting: ...RevTech
Modifications: ...Donnie Smith, Karata engine sprocket, Belt Drives Ltd. trans sprocket, P.M. wheel sprocket

Paint
Molding: ...Greg Smith
Painter: ...Brian, Paintworks
Color/type: ...Tangelo/House of Kolor
Special paint: ...Lenny Schwartz, Krazy Kolors

Frame
Year/builder: ..1997 Daytec/Donnie Smith
Type: ...Softail
Shocks: ...Works Performance
Modifications: ...40-degree rake, 2-inch stretch, lowered backbone to match engine, changed down tube angles

Accessories
Bars: ...Donnie Smith
Handlebar controls: ...Performance Machine
Fender(s): ...Donnie Smith
Headlight: ...Headwinds
Taillight: ...DiOrio
Dash: ...none; CSI flush cap
Pegs: ...JayBrake
Foot controls: ...Donnie Smith
Electrics: ...2-volt H-D alternator, Compu-Fire regulator
Gas tank: ...Donnie Smith/Rob Roehl
Oil tank: ...Day Tech
Oil system: ...S&S
Seat: ...Keith Nybo
Mirrors: ...Paul Yaffee
Grips: ...Hotop

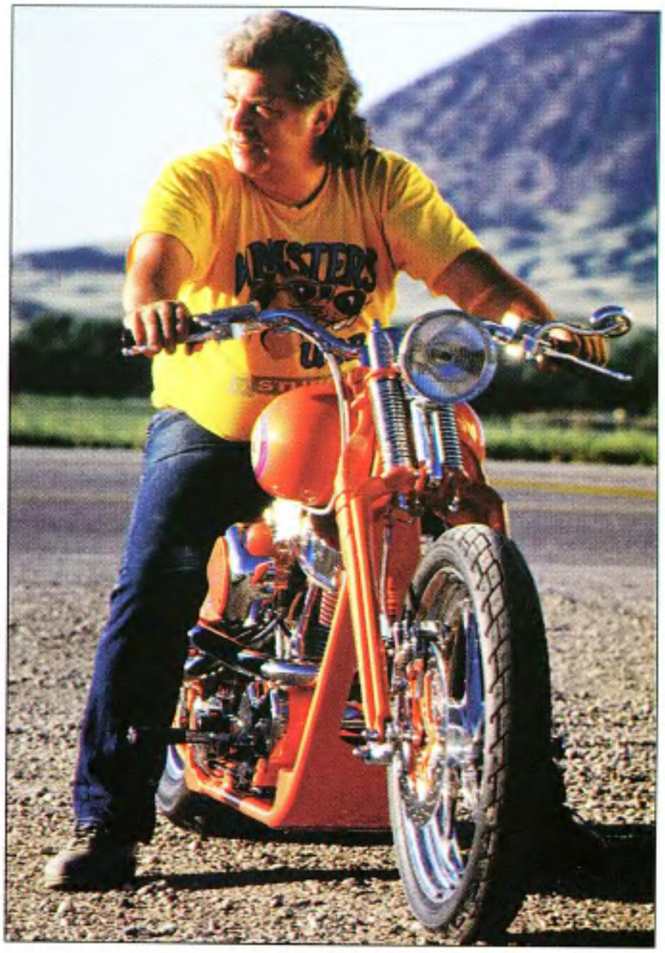
Forks
Type/builder: ...Springer/H-D
Modifications: ...shaved legs, dual disc brakes

Wheels

Front
Type: ...Performance Machine
Size: ...19-inch
Tire: ...Avon
Brake: ...Performance Machine

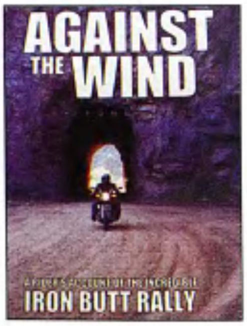
Rear
Type: ...Performance Machine
Size: ...16-inch
Tire: ...Avon
Brake: ...Performance Machine

Photos: ...Mike Lichter



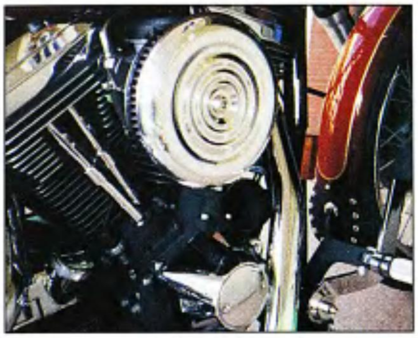
PARTS BOX

Stretch Bob–Flatside Gas Tanks
Stretched tanks make a major difference in a bike's looks and pull the seat into one flowing line. Sorta sexy. These are manufactured from heavy-gauge steel on brand-new tooling to ensure quality and fit. They'll fit either screw-in or the new aircraft-style gas caps. The damn things are available in either 4.2-, 5- or 6-gallon capacities—wow. Check 'em out at your Chrome Specialties Dealer, or dial (800) 811-8904.



Against The Wind
The Iron Butt Rally, on which this book is based, is the roughest rally on the continent. It's the most grueling test of human endurance in all of motorcycling. Available from Whitehorse Press, 3424 North Main St., P.O. Box 60, North Conway, NH 03860-0060.

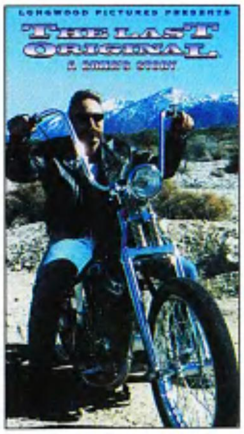
Stainless Chopper Bag
Here's the hottest product of the year, more so than any new frame. This puppy is stainless-strong, holds plenty of oil, and holds the damn oil filter. The real benefit to this unit is that it securely holds a major battery. This Pat Kennedy stainless oil bag will do more for your chop than any other modification. For more information on this tough, everlasting unit, call Brook at Pat Kennedys Custom Cycles: (520) 457-2237.

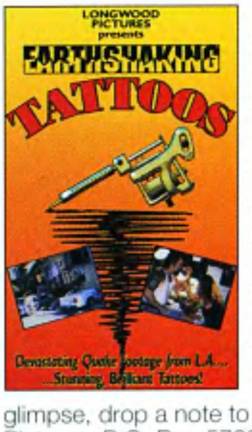


Performance Air Cleaner
While standing around in the dirt at the Durango event, a bike rolled up with one of the cleanest air cleaner designs I'd ever seen. It held the stock element, but that's about it. This cover doesn't restrict air flow whatsoever, and they come smooth or radiused. Besides, he makes 'em himself. Call Dewey or stop by and have a beer with him at Dewey's Customs, 910 CR. 252, Durango, CO 81301, (970) 247-7731.

Bird's Lid Liner
Here's a man who's thinkin'. Bird built a liner for the inside of his tour pack to hold all the shit that shouldn't be bouncing around in his bags, such as spare glasses, a cell phone, yer wallet, flashlight, or a couple of tools. 'Course, keepin' them tidy like that frees up additional space in the pack. Before your next trip you might give Bird a call at (800) HD-COUCH or 432-6824.

Sportster Footboard Kit
The builders at Downtown H-D in Seattle, Washington, have devised a way for footboards to be mounted on new Sportsters. They feature sturdy steel construction with high-gloss chrome finish and inset rubber foot mats with embossed H-D logos. Complete kit with new shifter and brake levers, plus hardware. Write to DHD 6727 Martin Luther King Hwy., Seattle, WA 98118, or dial (206) 722-8455.





Dos Videos
Here are a couple of tough videos to check out if you're a video nut. One is a long interview with an old rider whose been around for eons. I mean, this bastard is old. He even says he's old, then he tells you everything he thinks about riding. I mean, everything. The other is a nasty streets-of-L.A. tattoo video with interviews, earthquakes, and more interviews with L.A. inkslingers. To catch a glimpse, drop a note to Longwood Pictures, P.O. Box 57981, Sherman Oaks, CA 91403.

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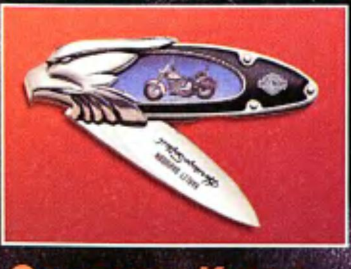

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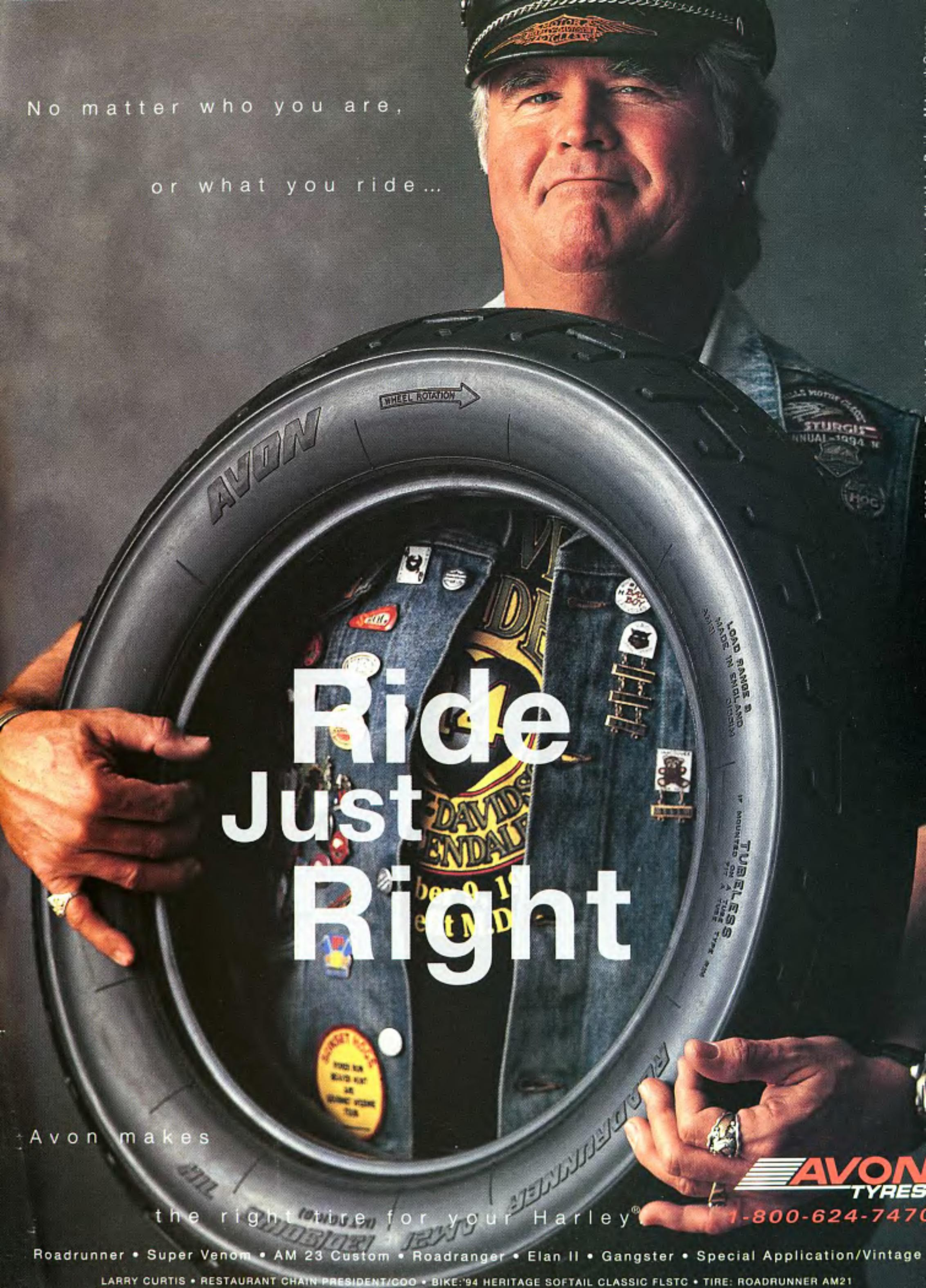
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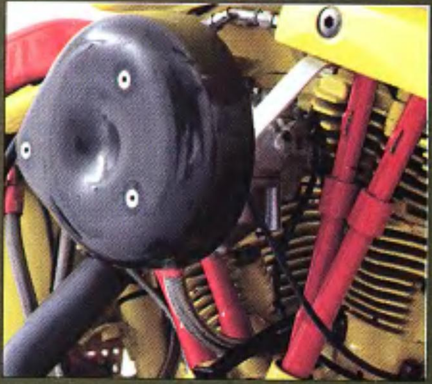
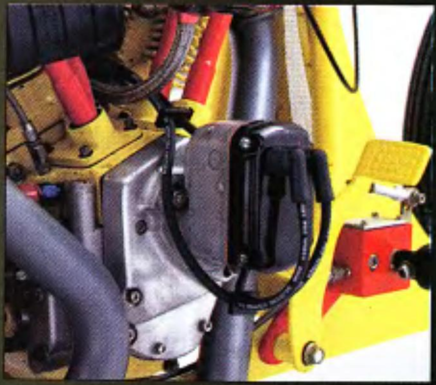
LOST IN THE YELLOW AFTERGLOW/ BURNING WOTAWA CHOPPER





Technically my chopper is done, but I have yet to decide on a color. Actually, it's been painted twice now, but both times I spied another bike with the same color, and I don't want to be accused of copping someone else's idea.

But nonetheless, I had a dream the other night about Exene Cervenkova, (formerly Cervenka) and a cool iron head chopper that had a flat, black frame, engine, drag bars, and risers, gloss black rims, hardly any rear fender, and was painted flat silver with a flat yellow Sporty tank. There it was—my paint scheme dreamed in bright Technicolor. Done. I can't tell you the rest of the dream; I don't want to make Nancy and Sandra—our luscious staff assistants—jealous. →

I've had a picture of Joe Wotawa's '75 Shovelhead taped to my computer screen for a week now, and maybe the yellow crept into my subconscious, because I never, ever thought of painting any of my choppers yellow. But to be honest, it's really grown on me. But it probably helps that Joe's chopper has that aircraft quality appearance. Shit, it's fucking cool—let's not mince words.

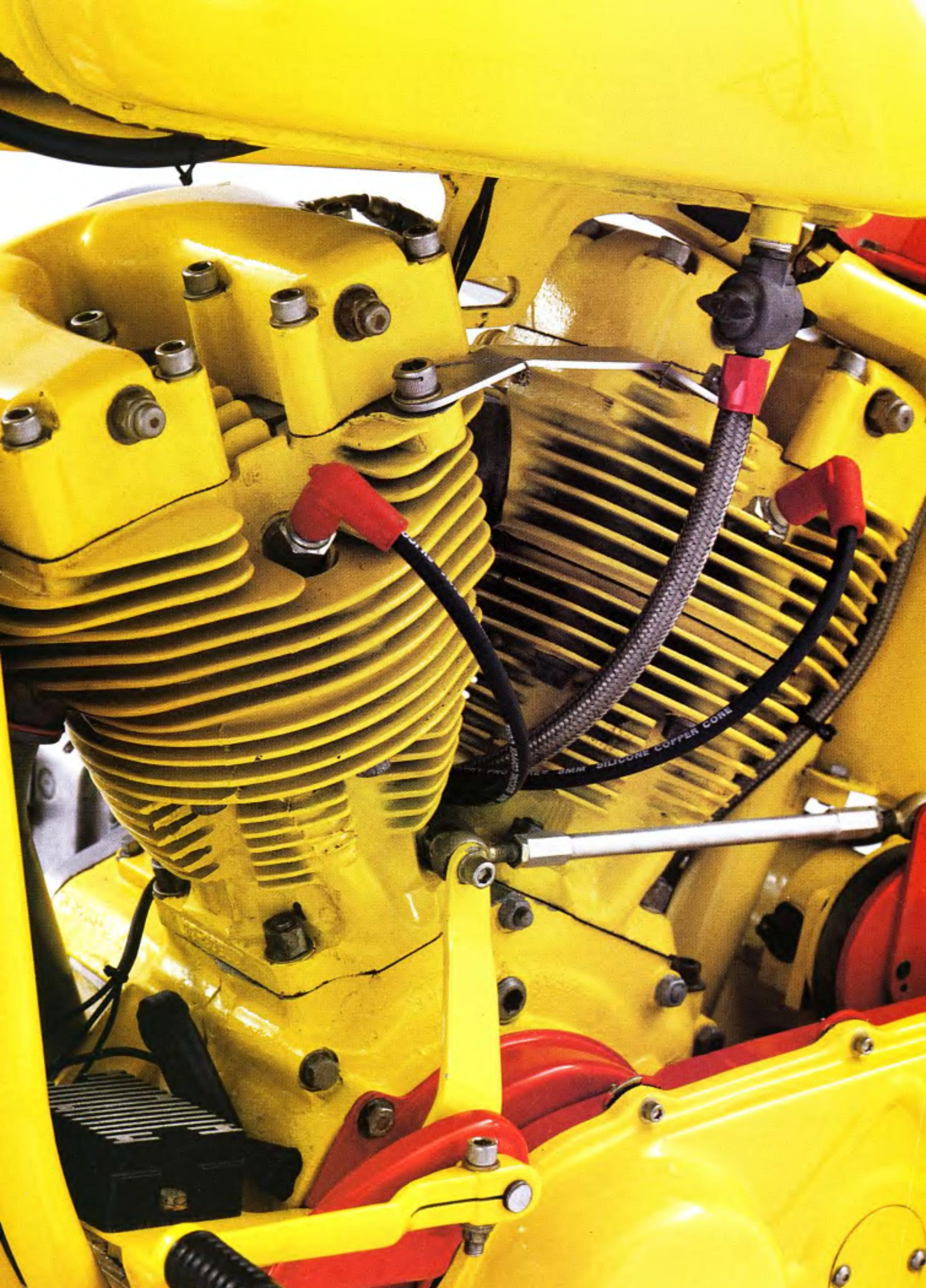
It all started when Joe bought his Super Glide new (for $3,000), while he was in the service, and rode it when he was home on leave. He said he'd always wanted a rigid, though, and had planned on a complete customizing job. He started collecting parts for a rebuild when fate dealt an unexpected hand. A Corvette pulled out in front of him, and, get this, the driver said, "I didn't see him." Sound familiar? Joe was hospitalized for eight months; the bike faired much better.

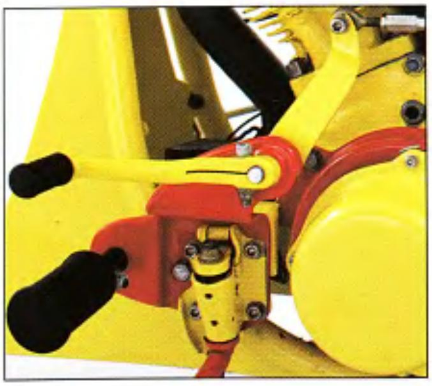
So after eight months of lying around, he had to make up for lost time. He started by welding a Paughco rigid rear section onto the stock 4-speed frame. (There ya go, Oil Can.) Joe, by the way, is a mechanic/fabricator for the Rousch Racing team, so fabricating comes naturally to him. Check out that cool oil overflow tank underneath the oil tank. (As opposed to a dangling line in front of the rear tire.) Hey, remember when you could get Joe Hunt magnetos that stuck straight out? And Hurst Airheart brakes? Or 17-inch front wheels? And 15-inch rear wheels? Joe made the air cleaner out of carbon fiber, formed the rear fender out of a trailer fender, and hand fabricated the exhaust. He found the headlight in a junkyard. The whole bike weighs a mere 465 pounds, which is pretty good considering he started with a heavy factory frame.

Oh, yeah, he wasn't about to hear another comment about not being seen again, so when he gave his parts to Moose to paint, he said, "Think visibility." So yellow it is. I'd like to meet the blind motorist who can say he doesn't see Joe coming. (He does live in Michigan, though ... uh, Joe, if you see a white Ford Explorer pulling out or even coming in your direction, get out of the way; my dad lives near you, and he is half-blind.)

Joe won a bunch of bike shows with his Shovel, but says that it is a rider. Although by the time you read this, Joe's wife, Leigh Ann, will have given birth to their first baby boy, and Joe's riding days will consist of going on diaper rash medicine runs. (I should keep my bad poetry to myself, but ... when you see that red rash, you'll see a yellow flash ...) Congratulations anyway!

—*Flynch*


8MM SILICONE COPPER CORE



Owner: Joseph Wotawa
City: Dearborn, Michigan

General

Fabrication: owner
Year/make: 1975 FX
Model: Super Glide
Assembly: owner
Chroming: none

Engine

Year/model: 1975 Shovelhead
Rebuilder: owner
Ignition: Joe Hunt magneto
Displacement: 1200cc
Lower end: H-D
Pistons: stock
Cases: H-D
Heads: painted
Cam: H-D
Carb(s): S&S B
Pipes: owner
Modifications: painted, carbon fiber air cleaner, lower end balancing

Transmission

Year: 1975
Modifications: painted case

Paint

Molding: none
Painter: Moose
Color/type: yellow, red/epoxy
Special paint: can't miss it

Frame

Year: 1975
Builder: owner
Type: hardtail
Modifications: 30-degree rake, weld on hardtail

Accessories

Bars: drag
Handlebar controls: H-D
Fender(s): owner
Headlight: found in junkyard
Taillight: tombstone
Dash: none
Pegs: owner
Foot controls: H-D
Electrics: hardly any
Gas tank: stock 3.6 gal.
Oil tank: wraparound
Oil system: stock
Primary cover: Gary Bang
Seat: owner
Mirrors: 4-inch, round
Grips: stock

Forks

Type/builder: mid glide/owner
Special features: turned down tubes

Wheels

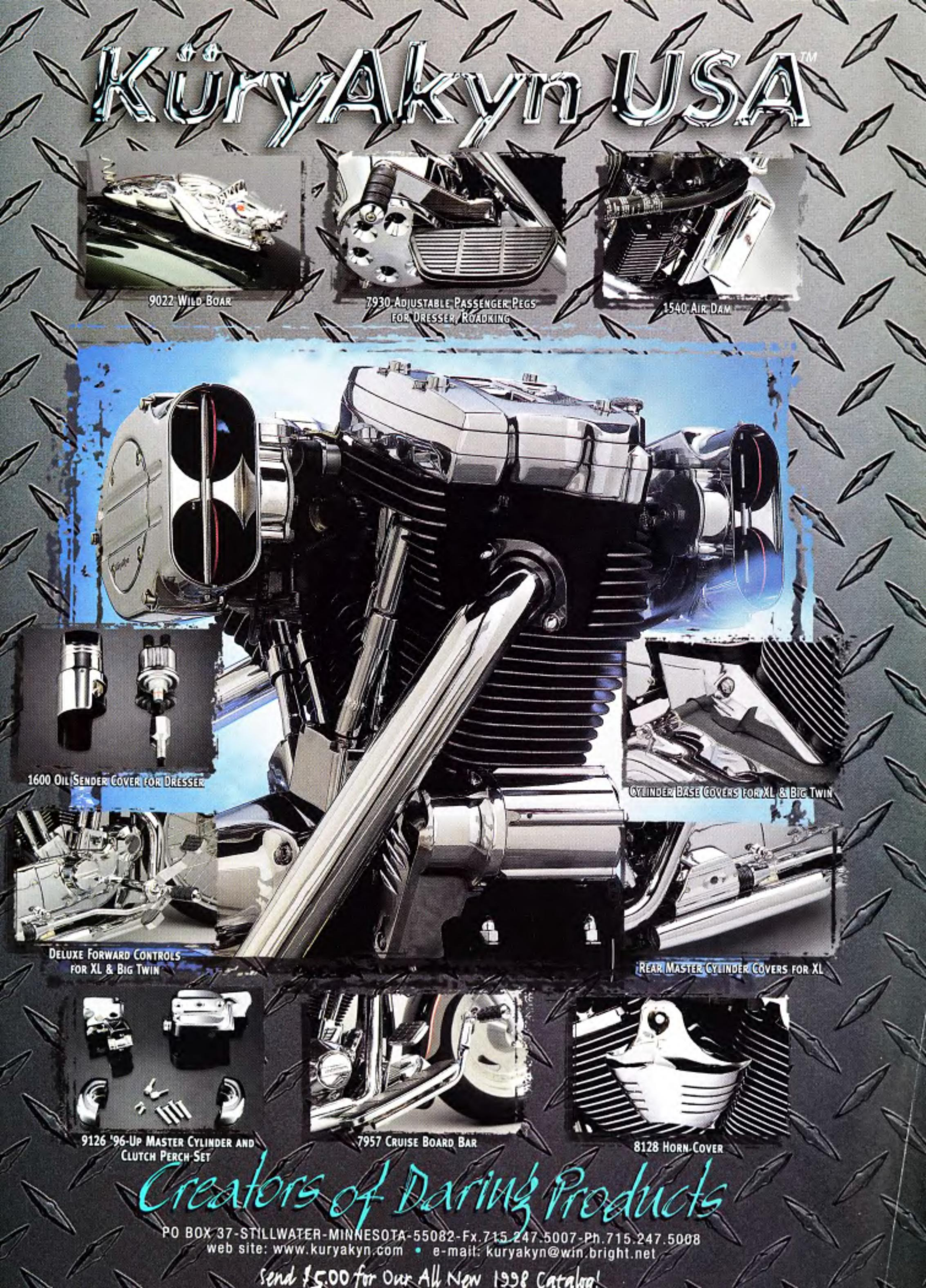
Front

Type: solid, Sifton
Size: 17-inch
Tire: Pirelli
Brake: Sifton

Rear

Type: solid, Sifton
Size: 15-inch
Tire: Pirelli
Brake: Sifton

Photos: Chuck Emery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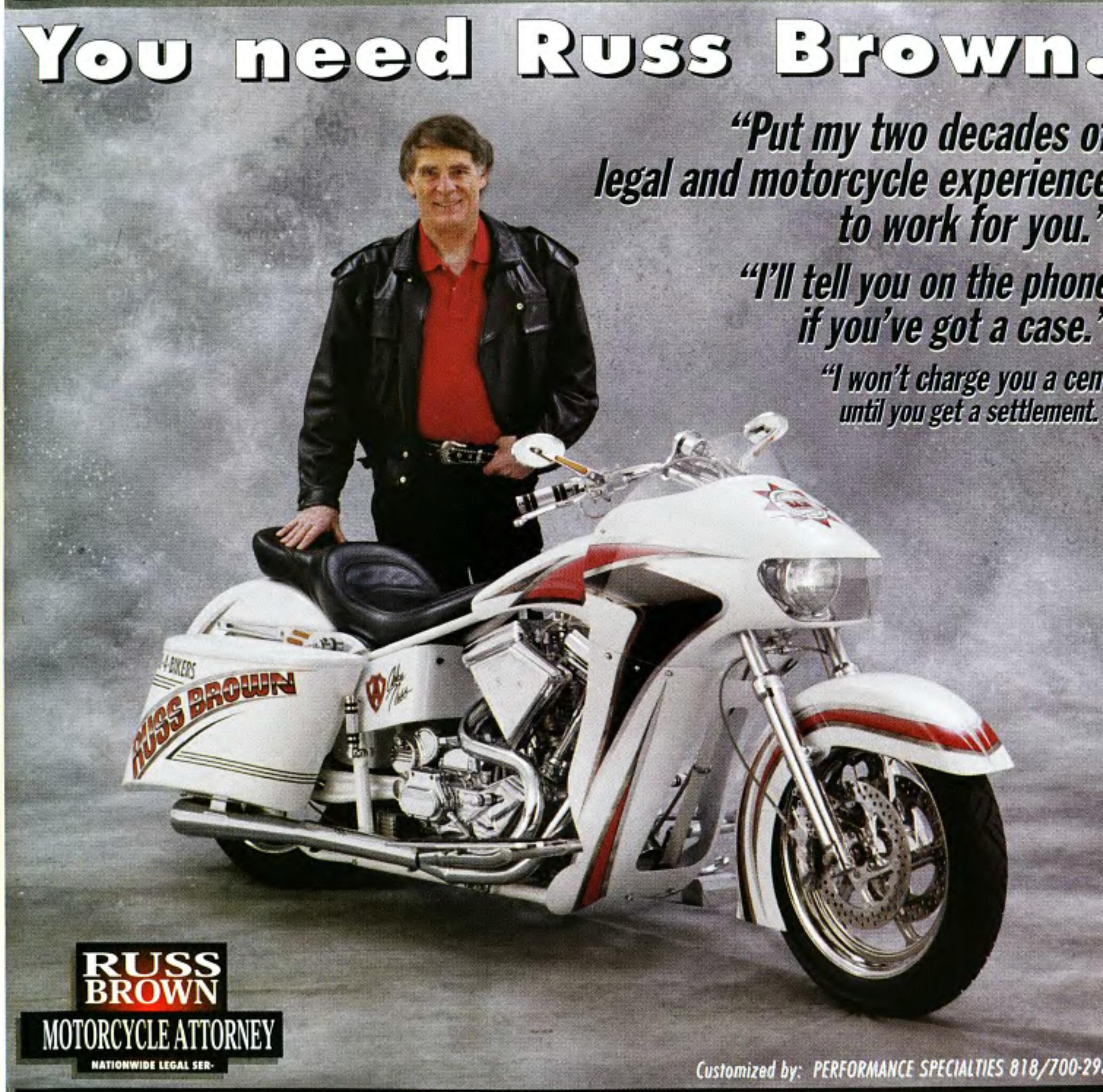

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EL NIÑO ... AND OTHER STUFF THAT AFFECTS RIDING

His Honor The Mayor

Nothin' makes us happier than to be able to publish a story about one of our own who makes it. We'd like to thank a couple of Michigan bros, Gerald Skotcher and Bingo for givin' us the word.

Ajax Ackerman's a biker who's been "down the road." He's battled back from booze and dope, parlaying his 10-plus years of sobriety and ongoing work with the young people of Port Huron, Michigan, into a run for the City Council. On November 10, 1997, Ajax Ackerman was elected mayor of Port Huron, the result of garnering the most votes in the municipal elections. Port Huron is a city of about 34,000 and is one of the gateways to Canada. The town's main employer is the automotive industry.

Photo: Ralph Polovich, Port Huron Times Herald

Ajax works part time for Community Mental Health, mainly with "at-risk" kids, and has founded a youth and adult center called Clear Choices, a safe haven for all.

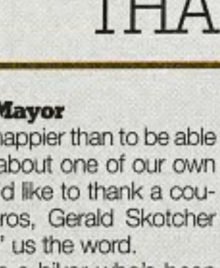
Ajax says there are a few folks who are still adjusting to the new mayor. "A few are having trouble seeing me and thinking "mayor," the city's new leader tells us, but we are sure his winning personality will carry the day.

Easyriders congratulates Ajax Ackerman for his good works and political success. He's truly a role model, not only for the young, but for the "not-so-young," who don't think they can make a difference.

—Oz

Thanks to Port Huron Times Herald reporter Joe Follick and photo editor Ralph Polovich.

Canyon Lake Blues



The California Supreme Court decided it will not review a lower court decision allowing the private community of Canyon Lake to retain its motorcycle ban, reports the American Motorcyclist Association (AMA).

The decision by the Supreme Court not to hear the case brings an end to a four-year legal battle that began when the AMA filed suit on behalf of three AMA members who live in Canyon Lake, 75 miles southeast of L.A. The suit was brought after negotiations between the AMA and the Canyon Lake Property Owners Association failed to reverse the discriminatory policy that prevented residents from riding street-legal motorcycles to their own homes. Residents who violate the ban are subject to fines and can be excluded from using the community's common areas.

The AMA has previously overturned bans in Massachusetts, Illinois, and Connecticut, and these legal victories have enabled the AMA to negotiate an end to bike bans elsewhere. In the past year, the AMA's Government Relations Department has helped curb proposed bike bans in Chicago, N.Y. and a number of other private communities nationwide. The Canyon Lake legal fight, however, has reached its end with the Supreme Court's refusal to hear the case.

"The situation in Canyon Lake goes well beyond the plight of three AMA members who've been subject to the property association's onerous rule," says Robert Rasor, AMA VP of government relations. "That is why we pursued this particular case so vigorously.

"We have a long history of fighting bike bans," Rasor added, "and our recent experience suggests that this type of discrimination against motorcyclists is increasing. The bottom line is that we are committed to ensuring that motorcyclists have the same access to public and private roads as operators of other passenger vehicles."

—Oz

Old Bikes Get New Polisher

Aaron Fitch, a 20-year veteran of museum design and production, has been named director of the Motorcycle Heritage Museum in Westerville, Ohio.

His motorcycle career began on a home-built bicycle with a Briggs & Stratton engine. From there, he's ridden a selection of motorcycles.

Although he's still getting settled in this new position, Fitch has high hopes for the future of the museum. "The history and the heritage of motorcycling are right here," he said of the museum. "And I'd like to build on that and make the Motorcycle Heritage Museum what it can and should be—a world-class facility for preserving all facets of motorcycling."

In the long run, Fitch envisions a greater educational experience for visitors, motorcyclists and non-motorcyclists alike, with more audio-visual presentations, more detailed information about exhibit motorcycles, and more permanent displays.

—Oz

UPDATED For 1998 from GMA

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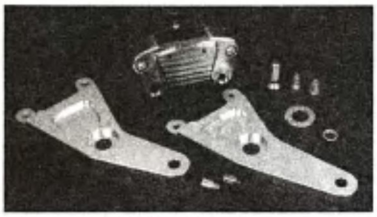
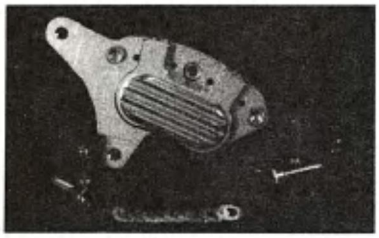
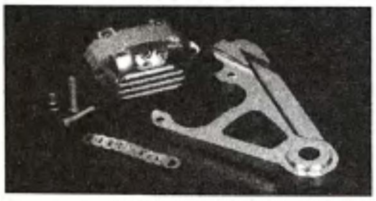


73-84 Big Twins Rear



84-Present Front

73-84 FLH Front



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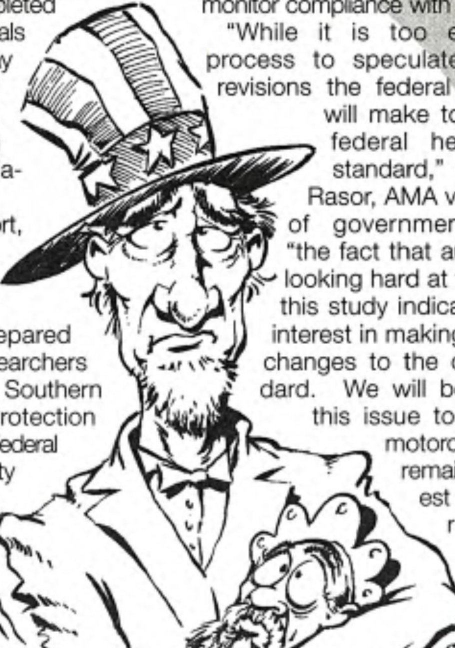
DAVE MANN'S CORNER
SKY-HIGH INSPIRATION

This month's Dave Mann centerfold is based on a conversation Dave had with jet pilot Bill Reid regarding his experience of flying over an H.A. run through the desert. "Since Jacquie's [Dave's wife] dad, passed away last year, I recalled that conversation and thought of paying tribute to him and his bravery as a pilot," says Dave. "He served in the Korean War in reconnaissance. He also flew the T-39 Sabre in Vietnam, flying in generals, senators, congressmen, etc. He was Barry Goldwater's favorite to fly with. Also, while in Japan, he flew secret missions in training to drop bombs on China if it were necessary. He flew the B-57 twin jet bomber."

HELMETS REVISTED
NHTSA REPORT ISSUED



Research that could result in a new generation of safer motorcycle helmets has been completed and delivered to officials of the National Highway Transportation Safety Administration (NHTSA), reports the American Motorcyclists Association (AMA).

The 179-page report, titled *Feasibility Study Upgrading, FMVSS No. 218, Motorcycle Helmets*, was prepared for the NHTSA by researchers at the University of Southern California's Head Protection Research Laboratory. Federal Motor Vehicle Safety Standard 218, more commonly referred to as FMVSS No. 218, is the current federal standard that dictates the minimum safety requirements for motorcycle helmets sold in the U.S.

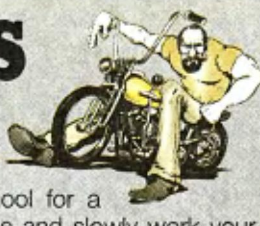
The authors of the study, David Thom, Hugh H. Hurt Jr., Terry Smith and James Ouellet, made several recommendations. The authors call for manufacturers to adopt a serial numbering system that would, among other things, allow authorities to more closely monitor compliance with standards.

"While it is too early in the process to speculate about the revisions the federal government will make to the current federal helmet safety standard," noted Robert Rasor, AMA vice president of government relations, "the fact that authorities are looking hard at the results of this study indicates a strong interest in making substantive changes to the current standard. We will be monitoring this issue to ensure that motorcyclists' safety remains the highest priority in any regulatory changes."

We're pretty sure that whatever the outcome, you will sleep better knowing that your government still thinks that it can take better care of your head than you can!

—Oz

SHORT STROKES
STRESS RELEASE



The El Niño season hit me like a sledgehammer against a meandering roach on my work bench. I was crushed. You know the feelings: Your dog gets plastered by the trash truck, your bike is run over by an illegal without insurance, you watch your crib burn to the ground because of a short in ta drop cord—ya think ya got it bad, Bucky? Then Doctor Hamster called and told me the cure for the stressed-out blues. Ride. Ride like the wind, fast as a tornado, out of town, out of state, out of mind. Let the wind make mincemeat of your woes, let a taste of the Jack mellow your tormented thoughts, then get back in the ring. Today may seem like an unending blight, but tomorrow brings new opportunities. I was cured. Let's get to the news...**If you're headed to Las Vegas**, don't forget the latest scooter site, The Harley-Davidson Cafe. It's awesome, or so I've heard. I try to stay away from short-short skirts and roulette tables. I'll hang out at the *Easyriders* store where the girls are free (or at least reasonable), and I can tinker with bikes... **There's a guy who buys used Levi's/denims for sale overseas.** So you can honor the ol' lady's wishes and 86 those 20-year-old grubbies. Call Dan Kelley at Experienced Denim, (501) 444-7541...**In Oxnard, California, a cop can inspect** and tow a legally parked vehicle. Here's the underhanded deal: "Removal of Abandoned Vehicles" states in part, "... vehicles which lack an engine, transmission, wheels, tires, doors, windshield, or any other part or equipment necessary to operate safely on the highways of this state are hereby declared a hazard to public health, safety, and welfare and may be removed. The Old Pan Man tried to find out why a vehicle can be towed that's not abandoned, via DMV section 22669(d), with no luck... **Here's another bit of California info** that came in through my Web site, www.bikernet.com. You can now search for vanity plates on the net at www.plates.ca.gov...**Now from Bandit's foreign correspondent,** HillBilly, RRMC. "Here are a couple of points of interest in Japan. Getting a license for a bike is a stepping stone ordeal and costs thousands. First you must get a license for a 125cc bike, then go back to school for a 400cc license and slowly work your way up to 80 cubic inches. Once a bike's inspected, it's measured, height at sissy bar, seat, handlebars, bar width, bike length, etc. This info is recorded and illegal to change. The bike must be reinspected every one or two years. For all makes, the inspectors have stock photos and bikes cannot deviate from specs." And the list goes on...**A man was arrested for breaking into a home** in Boca Raton, Florida. His attorney said his client was a diabetic and driven insane by eating a bag of cotton candy...**And a couple of hold-up guys in Sioux Falls, S.D.,** couldn't fit their loot in their car and were nabbed when a cop spotted a Honda Prelude with a safe sticking out the back... **Late News Regarding The Laughlin River Run:** Don't miss the Manufacturers Row and drags at the AVI Hotel, located 4 miles south of Laughlin. **On January 6, H-D celebrated** their first bikes off the production line in their new Kansas City plant. It took a year and $85 million smacked into the 330,000-square-foot facility, plus 200 employees to make the Sportster- only line happen. Did you know that as the 1990s began the factory produced only 62,000 bikes. This year the number will hit 145,000 and 200,000 by their 100th birthday. That's making it happen...**Now for the political faux pas of the month.** Representative Tim More sponsored a resolution in the Texas House of Reps calling on the House to commend Albert de Salvo for his unselfish service to "his country, his state, and his community." The resolution was passed unanimously. Salvo was also know as "The Boston Strangler." Moore revealed that he had sponsored the bill to show how the legislature passes bills and resolutions often without reading them or understanding what they say—holy shit...**And with that I'm going to climb out of my emotional doldrums,** pull on my favorite boots, and hit the highway. Don't let the bastards get you down; in fact, take a look around. I did, and I'm one lucky muthafucker—thanks to you guys. Ride forever.

—Bandit

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UNCLE OR BROTHER?

Well if you think you haven't heard much from your federal government lately, besides the tax man, just read on.

It seems that the FCC (Federal Communications Commission) has decided that you don't deserve an even playing field on our nation's interstates. The FCC ruled that a radar jamming device made by Rocky Mountain Radar is illegal. The FCC felt that the ruling would "send a warning" that it (the FCC) would not tolerate any such devices that "adversely affect the ability of law enforcement officials to protect public safety on the highways."

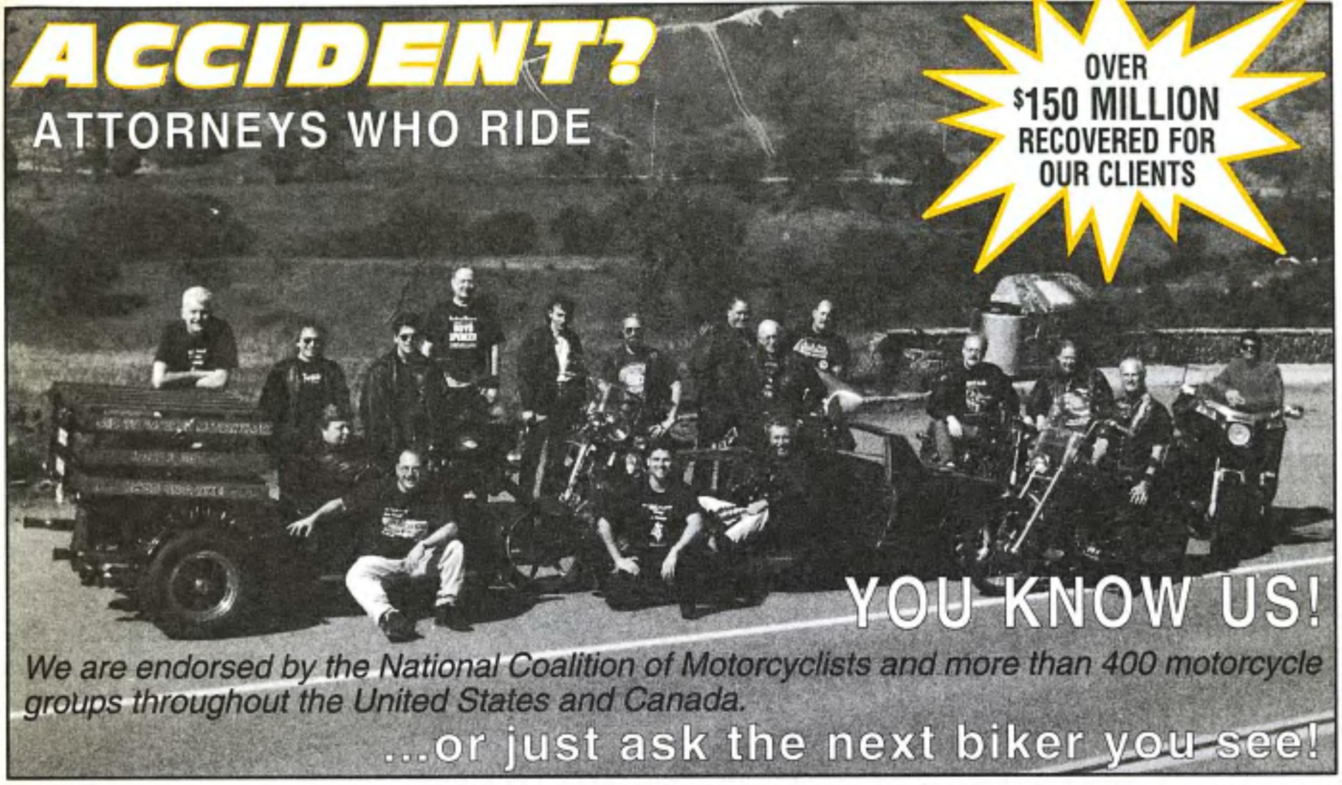
Responding to the FCC decision, the Radio Association Defending Airwaves Rights, Inc., (RADAR) emphasized that radar detectors—unlike jammers—are perfectly legal by FCC standards.

Many organizations feel that the FCC move may be an attempt to threaten research aimed at developing more effective detectors. This possibility was given more weight when an article in *AUTOtronics* magazine stated that "none of the Rocky Mountain Radar jammers had the slightest effect on any of the radars. Each radar was able to clock the target vehicles from the moment they started rolling."

RADAR, a national nonprofit organization representing those who make, sell, and use radar detectors, said it supports only those devices that comply with federal laws. You can reach the folks at RADAR at (937) 667-5472 or (941) 473-1555.

—Oz

Aid to Injured Motorcyclists



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You got it—just make a purchase of $50 or more and ask for your free copy of *Easyriders* from any of the bike shops listed here. And remember to take this page with you when you're on the road—it's a handy guide to some of the best Harley parts and service outlets around.

RIDERS
RANCH

Unless your last name is Davidson, finding a hotel room in Milwaukee the second week in June will be close to impossible. The 95th Anniversary H-D extravaganza coming up June 8-15 is pretty much booked solid.

For those not into sleeping in trees, *Easyriders* Riders Ranch to the rescue. An alternate source for lodgings, the Riders Ranch was put together by Target Sport Adventure of Boston, and LA Group of Saratoga Springs, NY, (they put together Woodstock '94 to commemorate the original).

Working with H-D and the Riders Ranch principal sponsor, *Easyriders* magazine, the only camping site available for the Harley Anniversary is yours for the taking. This place has more conveniences than a regular campgrounds—like an on-site convenience store. There'll also be plenty of food and beverage vendors, retail shops, ATM machines, live entertainment, and, of course, showers and rest rooms. There'll be three massive buildings housing vendors and bike shows. Vendor space is available; contact the numbers below for more info.

Sounds like a city unto itself, a party inside a party! It's no small coincidence that the major sponsor for the Riders Ranch is *Easyriders*, inventors of biker mega-parties. They'll be bringing along their calendar girls, The World's Fastest Motorcycle Rider, and a demolition derby show.

Enjoy the week of fun, excitement, and history, and have a secure place for your Harley to rest up. Better sign up now because there's only room for 20,000 campers. Hey, we said *big* party, didn't we? Cost for seven days is $95 per person. Guess what a hotel costs that week in Milwaukee. And you can't even put your bike right by your side like at the Riders Ranch. First come, first served. Call for more info: (800) 708-7272 in North America or (813) 871-4666 anywhere else. Vendor and RV information is also available. You can fax the Riders Ranch at (813) 897-4032. Check out the discount coupons on the next page. Grab 'em while they're hot!

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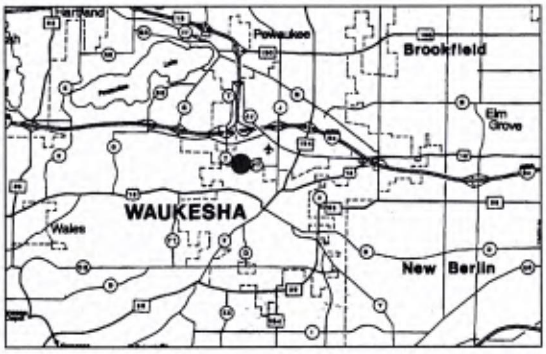

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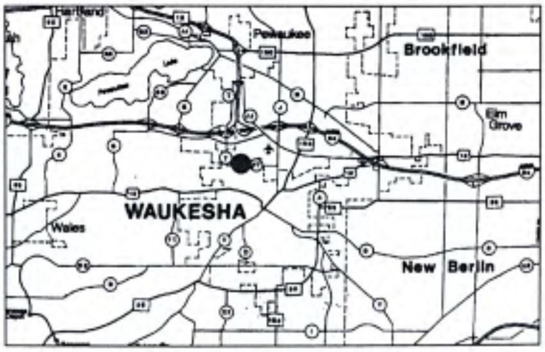

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- Lotsa hearty food available day & night
- Ample rest rooms, retail and supply stores
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Directions from Milwaukee: Go west on 94 and get off at Exit #294. Go south on County Highway "J" (approximately 1 1/2 miles). Pass Waukesha County Airport on right and turn right on Northview Road (also referred to as FT). Riders Ranch (Waukesha County Expo Center) is 1/2 mile ahead on the right.

WHAT'S HAPPENING

ALABAMA
ABATE of Alabama
Info: (205) 820-9265

ALASKA
ABATE Anchorage Chapter
Info: (907) 248-7828

ABATE Kenai
Penninsula Chapter
Info: (907) 776-8148

ARIZONA
ABATE of Arizona
Info: (602) 678-4012

Gold Rush Poker Run
Date: April 5
Place: Apacheland Ranch
Info: (602) 759-2218

Arizona Antique & Classic
Motorcycle Enthusiasts
(AACME) Show & Swap
Date: April 6
Place: Club Rio, Tempe
Info: Mike (602) 841-6064

Tattoo Magazine
Artistry in Ink '98
Date: May 30-31
Place: Phoenix Civic Plaza
Info: (800) 962-9857

ARKANSAS
ABATE of Arkansas
Info: (501) 851-0545

CALIFORNIA
ABATE of California
Info: (805) 641-2334

BAD (Bikers Against
Diabetes) Ride
Date: April 5
Place: Bartels' H-D, Marina
Del Rey, to Glen Helen
Blockbuster Pavilion, San
Bernardino
Info: (213) 966-2890 x 314

San Diego Helmet
Law Protest Ride
Date: April 11
Place: Fiesta Island
Info: Red Barron
(619) 273-4633

Tattoo Magazine
Artistry in Ink '98
Date: May 23-24
Place: Fairplex, Pomona
Info: (800) 962-9857

COLORADO
ABATE of Colorado
Info: (303) 659-6374

CONNECTICUT
Connecticut Motorcycle
Riders Association
Info: (860) 588-6666

DELAWARE
ABATE of Delaware
Info: P.O. Box 10923,
Wilmington, DE 19850

FLORIDA
ABATE of Florida
Info: (407) 668-5006

GEORGIA
ABATE of Georgia
Info: (404) 294-8900

ADBA All Harley Drags
Date: April 17-19
Place: Reynolds
Info: (404) 294-8900

Southern Swing
Date: April 25
Place: Reynolds
Info: (615) 789-3202

HAWAII
Street Bikers United
Info: (808) 521-2487

IDAHO
Idaho Coalition for
Motorcycle Safety
Info: (208) 345-6231

ILLINOIS
ABATE of Illinois
Info: (800) 872-2283

Marble Run Opens
Date: April 1-October 3
Info: (618) 224-9180

Top Gun Competition &
Ride-In Bike Show
Date: April 26
Place: Ted's Motorcycle
World, Alton
Info: (618) 224-9180

INDIANA
ABATE of Indiana
Info: (317) 442-8040

Swap Meet
Date: April 26
Place: National Guard
Armory, Lafayette
Info: (317) 422-8040

IOWA
ABATE of Iowa
Info: (515) 858-5001

KANSAS
ABATE of Kansas
Info: (913) 597-5140

KENTUCKY
Kentucky Motorcyclists
Association
Info: (800) 68-CYCLE

KMA/KBA Easter Basket Run
Date: April 4
Place: Louisville District
Info: (502) 363-NEWS

LOUISIANA
ABATE of Louisiana
Info: (800) 393-5966

MAINE
United Bikers of Maine
Info: (207) 947-1470

MARYLAND
ABATE of Maryland
Info: (410) 263-9185

MASSACHUSETTS
MMA: (800) 432-1662

MICHIGAN
ABATE of Michigan
Info: (313) 421-4367

Giant M/C Swap Meet
Date: March 29
Place: Civic Ctr., Saginaw
Info: (616) 941-0815

Giant M/C Swap Meet
Date: April 5
Place: Grand Center
Grand Rapids
Info: (616) 941-0815

Giant M/C Swap Meet
Date: April 5
Place: Fairgrounds, Detroit
Info: (616) 941-0815

Giant M/C Swap Meet
Date: April 26
Place: IMA Arena, Flint
Info: (616) 941-0815

MINNESOTA
ABATE of Minnesota
Info: (800) 224-6570

Minnesota Motorcycle
Riders Association
Info: (612) 541-1704

MISSISSIPPI
ABATE of Mississippi
Info: (601) 825-4646

MISSOURI
Freedom of Road Riders
Info: (800) 309-RIDE

MONTANA
ABATE of Montana
Info: (406) 434-2473

NEBRASKA
ABATE of Nebraska
Info: (402) 489-0651

NEVADA
ABATE of Nevada
Info: (702) 753-8825

Nevada Association of
Concerned Motorcyclists
Info: (702) 870-6121

Laughlin River Run
Date: April 18-20
Place: Laughlin
Info: (909) 340-0096

NEW HAMPSHIRE
N.H. Motorcyclists Rights
Association
Info: (603) 627-3528

NEW JERSEY
ABATE of New Jersey
Info: (908) 549-1990

Monmouth Shore Points
MC Swap Meet
Date: April 5
Place: VFW Post #5698
in Oakhurst
Info: (732) 892-5405

NEW MEXICO
ABATE of New Mexico
Info: (505) 585-9789

NEW YORK
ABATE of New York
Info: (607) 387-3433

NORTH CAROLINA
Concerned Bikers Assn.
Info: (800) 479-3087

Spring Bike Show/Swap
Date: March 15
Place: Dixie Classic Fair-
grounds, Winston-Salem
Info: (336) 643-1367

Owen Foundation
Spring Dust-Off
Date: April 25
Place: Black Mountain
Info: (704) 669-9574

NORTH DAKOTA
ABATE of North Dakota
Info: (701) 223-5609

Freedom Riders
Motorcycle Classic
Date: April 4-5
Place: Hotel Bismarck
Info: (701) 223-5609

Red River Valley Bike Show
Date: April 25-26
Place: Bismarck
Info: (701) 223-5609

OHIO
ABATE of Ohio
Info: (800) 252-4537

OKLAHOMA
ABATE of Oklahoma
Info: (405) 439-8001

OREGON
ABATE of Oregon
Info: (503) 285-4329

PENNSYLVANIA
ABATE of Pennsylvania
(717) 234-3777

M/C Swap Meet
Date: April 4
Place: Auto Auction
Building, Perryopolis
Info: (412) 379-4816

Forged In Ink
Date: April 3-5
Place: Sheraton Valley
Forge Convention Center
Info: (717) 823-9332

RHODE ISLAND
R.I. Motorcyclists Assn.
(401) 722-1122

SOUTH CAROLINA
ABATE of South Carolina
Info: (888) SC ABATE

Trinity MC 25th
Anniversary Party
Date: April 25
Place: Camden
Info: (803) 432-1777

SOUTH DAKOTA
ABATE of South Dakota
Info: (605) 347-4009

Bike Show & Swap Meet
Date: March 28-29
Place: Sioux Falls
Info: (605) 335-2236

Black Hills Bike Show
Date: April 11-12
Place: Rushmore Plaza
Civic Center, Rapid City
Info: (605) 342-9362

TENNESSEE
CMT/ABATE
Info: (615) 883-5024 or
(916) 669-3745

TEXAS
ABATE Confederation
Info: (409) 849-0258

TMRA II
Info: (800) 222-0913

Easter Run For Texas
to benefit Scottish Rite
Hospital for Children
Date: April 5
Place: *Easyriders* of Dallas
Info: (214) 357-0707

Scooter's Biker Bash
Date: May 15-17
Place: Longview
Info: (903) 295-9181

UTAH
ABATE of Utah
Info: (801) 627-1117

Best of the West
Date: April 4-5
Place: Ogden
Info: (801) 621-2545

VERMONT
Freedom of the
Road Riders
Info: (802) 223-1556

VIRGINIA
ABATE of Virginia
Info: (804) 846-8810

Spring Thaw Poker Run
Date: April 27
Place: Shenandoah H-D
Info: (540) 942-1340

WASHINGTON
ABATE of Washington
Info: (206) 643-9675

WASHINGTON, D.C.
ABATE of D.C.
Info: (202) 546-0953

WEST VIRGINIA
ABATE Of West Virginia
Info: P.O. Box 5110,
Charleston, WV 25361

WISCONSIN
ABATE of Wisconsin
Info: (800) 386-4442

Heartland STEAM
Regional Conference
Date: April 3-4
Place: Arrowhead Lodge,
Black River Falls
Info: (800) 386-4442

WYOMING
ABATE of Wyoming
Info: (307) 266-6522

Wyoming Motorcycle
Show & Swap
Date: April 4
Place: Central Wyoming
Fairgrounds, Casper
Info: (307) 237-6886

EUROPE
Federation of European
Motorcyclists (FEM)
Info: 011 32 2 736 9047;
fax: 011 32 2 736 9401;
e-mail: Simon Milward FEM
@ compuserve.com

Tattoo Convention
Date: April 4-5
Place: Paderborn
Convention Center,
Paderborn, Germany
Info: 05-251-26964

Bavarian Tattoo Convention
Date: May 22-24
Place: Colosseum,
Kunstpark
Munich, Germany
Info: 08-950-4000

Tattoo Giants Tattoo Show
Date: May 23-24
Place: Messehalle Pirmasens,
Pirmasens, Germany
Info: 06-391-2262

RACING EVENTS
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AHDRA: (919) 229-4877
AMA: (614) 891-2427

To have events listed, get the info to us at least three months in advance. We're as accurate as possible, but event dates are often changed after publication—so check with the sponsors before you ride across the state or country. What's Happenin', P.O. Box 3000, Agoura Hills, CA 91376-3000; fax: (818) 889-5214.

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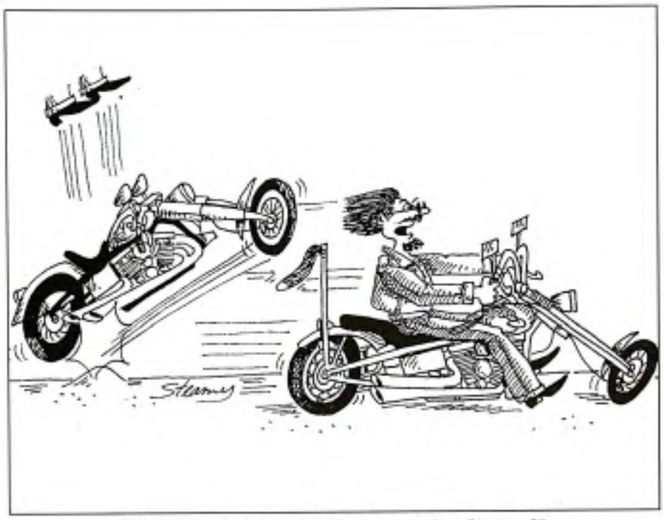
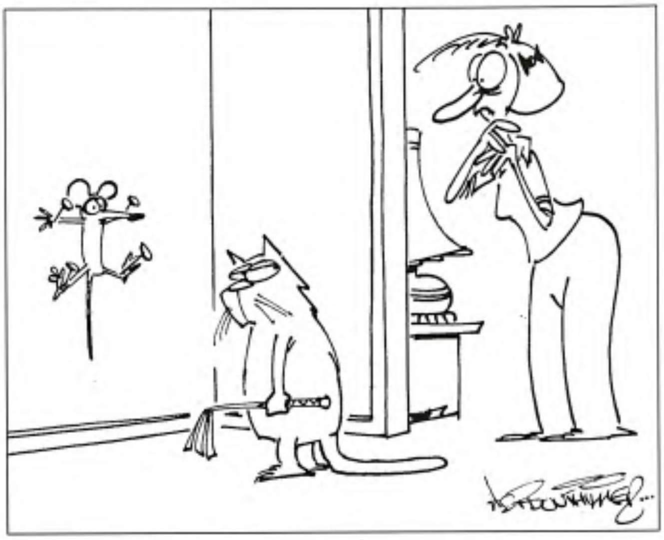
PASSING GAS



"How are those new shocks, Skeeter? ... Skeeter?"



Bruno and Mad Mike were getting dressed in the locker room after working out, when Mad Mike noticed a big cork sticking out of his bro's ass.

"Hey, bro, how'd ya get that cork stuck up your ass?" Mad Mike asked.

"Oh, that," said Bruno. "I was walking along the beach yesterday, and I tripped over a brass lamp buried in the sand. Next thing I knew, there was a big puff of smoke, and this huge red man in a turban came oozing out. Then he said to me, 'I am Tonto, Indian Genie. I can grant-um you one wish, white man.'

"And I said, 'No shit.'"

Tangerine Maelene
Lafayette, Ind.

Sign of the times:
Old lie: "The check is in the mail."
New lie: "I didn't check the e-mail."

Haystack
Needling

You know that your luck's gone south when you're shipwrecked on a desert island ... with your ol' lady.

El Vee
El Lay

"When I grow up," said the 7-year-old rugrat, "I wanna be a biker just like Pop."

"I'm sorry, honey," replied the curtain-climber's mom, "but you can't have it both ways."

Lucky Dave
Ogden, Utah

Rabbit dragged himself into the clubhouse late one morning, looking like death warmed over. "Wild night, huh, bro?" Mongo remarked.

"You got that right," said Rabbit. "I didn't get to sleep until past 4 a.m., and around 5 I got woke up by a brunette and a blonde banging on my door with their shoes—their fuckin' racket kept me up until dawn!"

"So why didn't ya just get up and see what they wanted?" asked Mongo.

"Oh, I knew what they wanted, all right," said Rabbit. "They wanted me to let their asses out!"

DeeCee
Capitolizing

What did God consider Eve?

His *second* mistake.

Glasscutter
Colo. Springs, Colo.

The brothers rode over to visit Rapper and to check out his new pad.

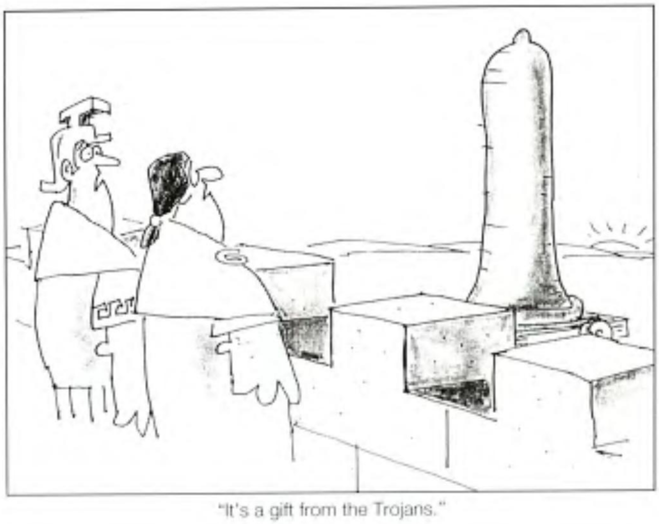
Looking around, they noticed five big bushels of shiny apples stashed in the living room.

"Jeez, Rapper, what's with all these fuckin' apples?" they asked.

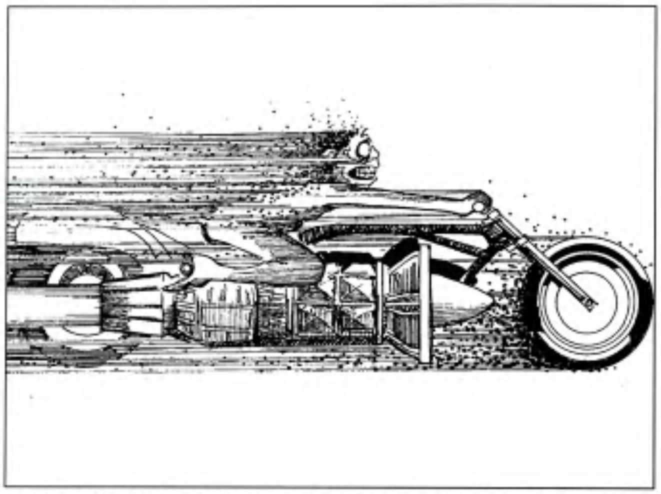
Smiling, Rapper responded, "My next-door neighbor's a doctor, and you should see how fine his ol' lady is!"

Paul Bunyan
Redding, Calif.

"It's the one that smells like rabbit shit."



"It's a gift from the Trojans."



As friction and G-forces continued to increase, Fast Eddie began to realize why no one had attempted to break the sound barrier on an open motorcycle.

One morning, two priests head to the showers, and it isn't until they're already in the shower that they both realize they didn't bring any soap. Father Bob decides he'll run back for the soap, so he checks out the hallway. There's no one around, so rather than get dressed, he makes a run for the rectory and grabs the soap. But just as he turns the corner back to the showers, he spots three nuns walking toward him.

With nowhere to go, the priest stands perfectly still, holding the two bars of soap, hoping the nuns will think he's a statue.

The nuns approach. "Oh my, look at that," says the first. "Isn't that the most lifelike statue you've ever seen?" Stepping up for a closer look, she reaches out and gives the priest's whanger a couple of tugs. Startled, he drops the first bar of soap.

"My heavens," exclaims the first nun. "Look, I got a bar of soap!"

The second nun also gives the priest's weenie a few yanks, and he drops the other bar of soap.

"My goodness," says the second nun, "I got a bar of soap, too!"

The nuns can't believe it. The third nun, overcome by the miracle statue, gives it a couple of strokes also. "My word, this *is* amazing!" she marvels. "I got hand soap!"

Hot Shot
Rewinding

Did you hear about the biker whose name was "Seven Three-Eighths"? His mom picked his name out of a hat.

James Wheway
Milford, Conn.

"Now let me get this straight," said the prosecutor to Scotty. "You came home from work early and found your wife in bed with a strange man?"

"That's right," testified Scotty.

"Upon which," the prosecutor continued, "you took out a pistol and shot your wife to death?"

"Correct."

"Then my question is, why did you shoot your wife and not her lover?"

"It seemed a helluva lot easier than shooting a different guy every day," replied Scotty.

Lyle
The Cantina

Face it—everybody can use a good laugh now and then. That ain't to say yer gonna find one on these pages, but whatdafuck, we hadda fill the space somehow, and yer at least bound to run into a gut-grabbin' groaner or two—and they're almost as good. Think ya can do better? Prove it. Whip out yer best stuff (not your meat!) and slip it to us. We'll pay $40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, P.O. Box 3000, Agoura Hills, CA 91376-3000.

"I always weave down the road — makes me a harder target for drive-by shooters."

"Yeah, it's awkward, but I'm beginning to *enjoy* high tide!"

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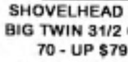

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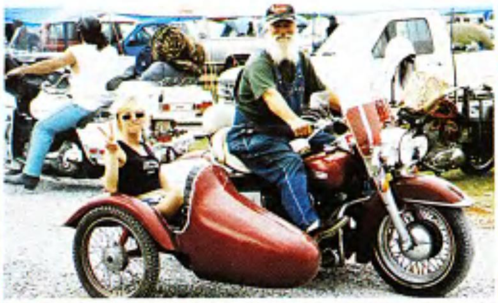
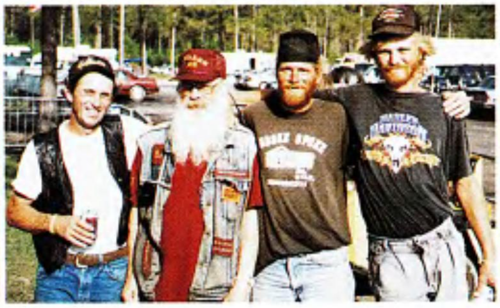




MISSISSIPPI MUD HOLE

All right, brothers and sisters, grab yourself a 12-pack and a bottle of Lynchburg's finest, kick back in your favorite recliner, and relax while I tell ya a little story ... a true story, actually ... a tale about the best damn time several thousand brothers and sisters can have in one weekend.

It all began in 1982 when the ASGARD Motorcycle Club decided to throw a little 4th of July party at a small, now defunct motorcycle shop on approximately four acres of land. It was called the Independence Day Blowout. Within a few years the event had split its seams and more room was needed for all the biker-style fun and festivities. So between the ASGARDs, Charles Reese (owner of the Gulfport Dragway), Oluf Zierl (former editor of the local biker rag), Gene Stewart of REX Distributing (Bud suds company), and Vincent Creel (editor of something or other with the *Sun Herald*) the party was moved to the Gulfport Dragway. They also decided to change the date to Memorial Day Weekend because it was too fuckin' hot and too fuckin' rainy in July. This has worked out well; now it's just hot and rainy. All kidding aside, in the last three Blowouts I've attended, this year was the only wet one. And it wasn't all that bad. Besides, I got to see some pretty damn good mud wrestling.

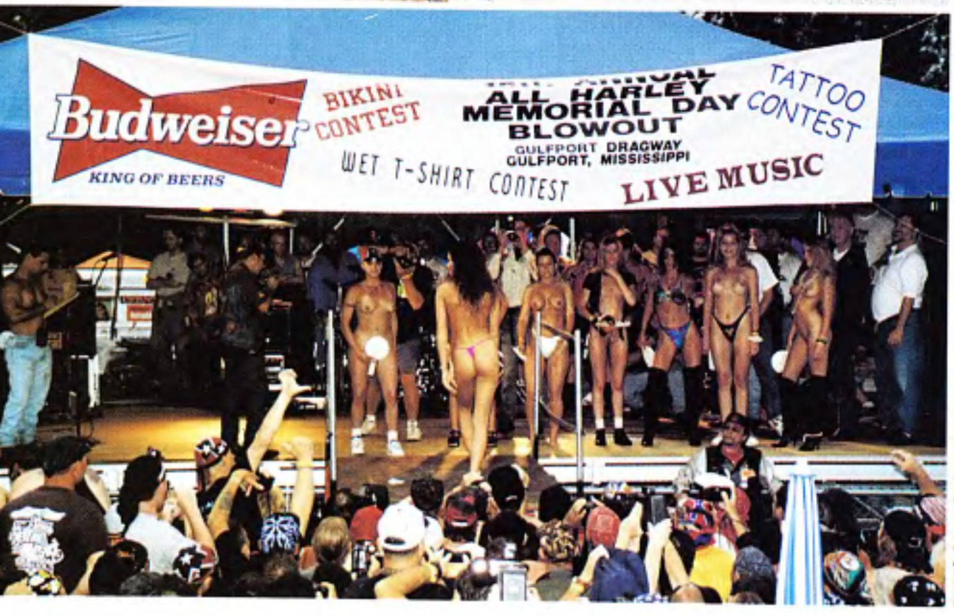
In 1992, at the 10th Annual Blowout, a record $7,300 was raised for multiple sclerosis research. And back in 1989, because of all the charitable work done by the ASGARD MC, the mayor of Biloxi, Mississippi, signed a proclamation making June 19, ASGARD Day. Ya see, these brothers and sisters know what it's all about—giving. And they give their all. Among the charities to which they contribute are the Sheriff's Boys and Girls Ranches (of which they are lifetime and charter members), the Muscular Dystrophy Association, the Multiple Sclerosis Foundation, and an annual Christmas Toy Run.

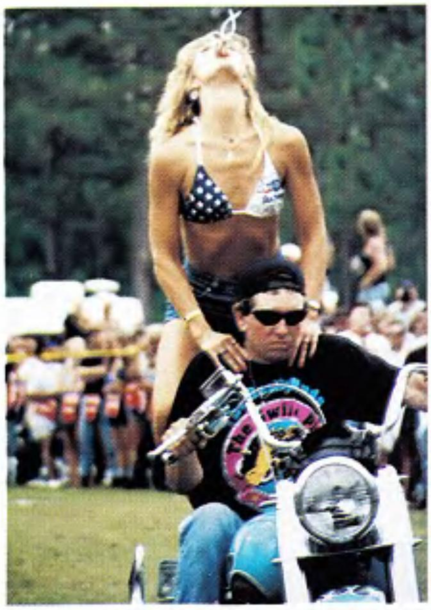
So much for the back story.

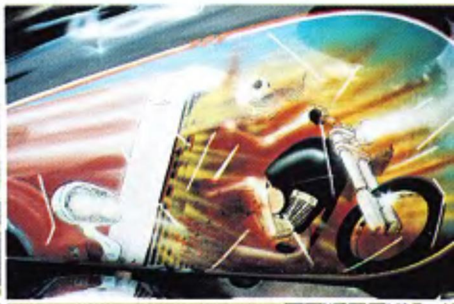
Once there, the first thing on your agenda is getting to the front gate of the drag strip as early as you can on Friday. If not, you'll be hard pressed to find a well shaded campsite for the duration of the weekend. Admission is 40 bucks a head for →

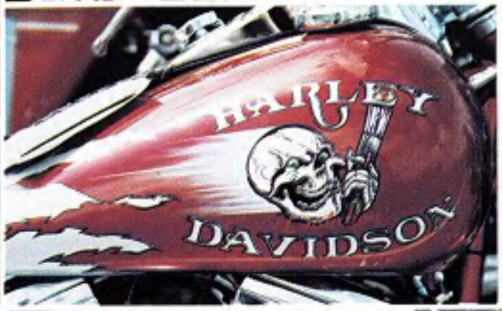
15th Annual All-Harley Memorial Day Blowout

IS FOR


Budweiser
KING OF BEERS
BIKINI CONTEST
ALL HARLEY MEMORIAL DAY BLOWOUT
GULFPORT DRAGWAY
GULFPORT, MISSISSIPPI
TATTOO CONTEST
WET T-SHIRT CONTEST
LIVE MUSIC





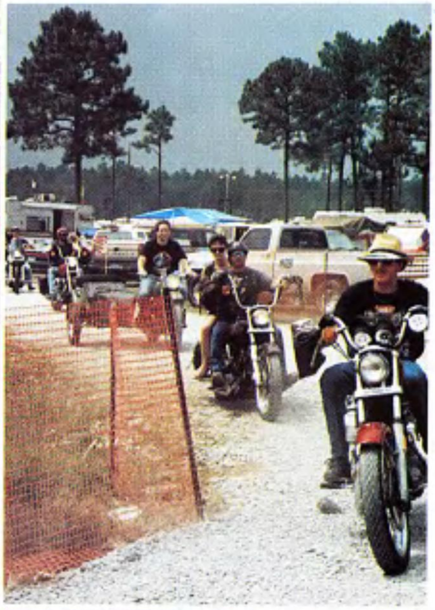


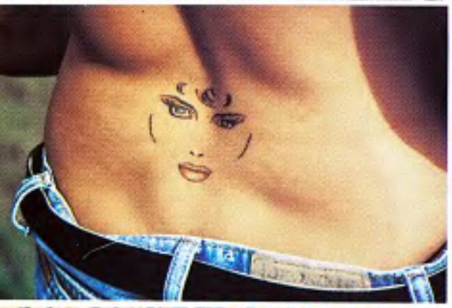
the day or for the whole weekend (camping included). Now don't get pissed, but there's an extra $20 non-motorcycle charge for cars and trucks (don't forget: this is a *motorcycle* event). If you don't want to pay the $20, you can park down the road and ride the free shuttle bus in and out of the 80-plus-acre site. Nothing major is on tap for Friday; it's used for setting up and getting ready for the featured events on Saturday and Sunday. However, I did see several hundred brothers and sisters partying their asses off and getting acquainted.Things start jumpin' pretty early Saturday morning as registration for all the shows, events, games, and races start about 10 a.m. For two days there are some really righteous all-Harley drag races which get bigger and better every year. Prize money has gone from $2,000 in 1987 to $15,000 in 1997, drawing names such as Bill Furr (with the first official six second run—6.990), Paulette Bordelon of Baton Rouge, Louisiana (the first woman ever to qualify for the finals at the Blowout; she runs low 9s at 147 mph), Peg Leg Racing, and many more.

Wait a fuckin' minute, I'm startin' to sound like a fuckin' commercial or somethin' or other. Get me a double shot of something stronger! Now that's more like it!

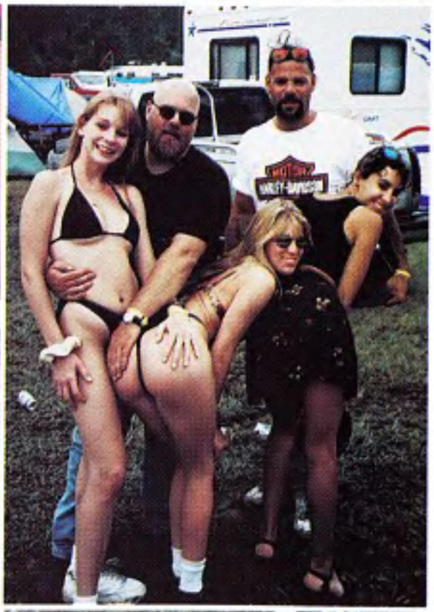
Bikes, babes, and booze! That's what I'm talking about! Booze: bring your own or buy it there. The suds were flowing everywhere. Bikes: The bike show on Saturday was better than ever, with entries from rat to custom, antique to bagger, Sporty to chopper. One of my favorite moments was when a rat bike got stuck in the mud, so they moved the rat area to where he was. I missed some of the →

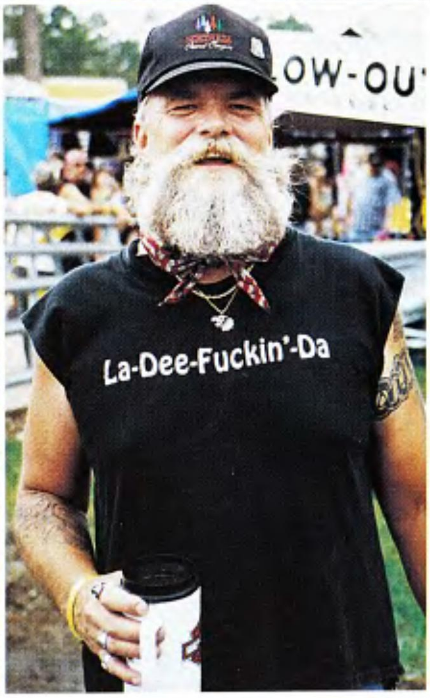
Easyrider





HARLEY DAVIDSON



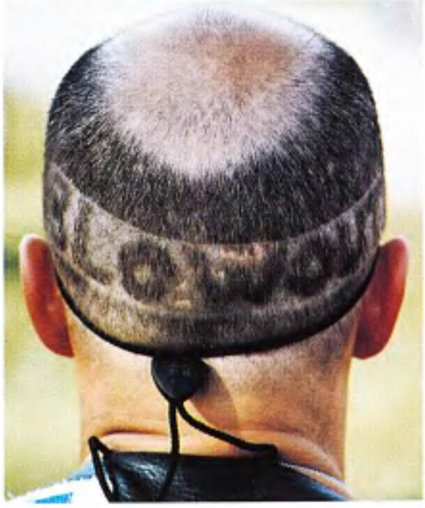


bike games—between the bike show, drag races, and checking out the open showers (pervert that I am), I just couldn't see everything—but I could tell from all the hootin' and hollerin' that everyone was having a large time. It started to rain after the games, but that didn't stop the bikini contest (bikini my ass ... I mean, her ass ... aw, you know what I mean). Babes: More than a dozen scantily clad young babes dared to bare all for the hundreds of horny, wet bikers willing to stand out in the drizzle. Earlier in the day, when the sun was shining bright, you could see honeys of all shapes and sizes answering to the call, "Set them puppies free." There's just something about biker babes!

Unfortunately, due to prior commitments, I had to head home for Florida right after the (un)bikini contest, so I missed out on the live music and party and Sunday's tattoo contest. But when I arrived home I was happy to find that my Father's Day present had been delivered early. See, my ol' lady sent off for the complete *Easyriders* Video Magazine collection, and I've been watching them ever since. Hope to see you all at this year's Blowout. But until then, "My head's in Mississippi!"

For information about this year's Blowout, May 22-25, 1998, call the ASGARD MC at (601) 392-1801, or (601) 863-4408 (for the track).

—Big George



Photos: Cy Kotick

This GRAND PRIZE...
a $40,000.00 PURE STEEL Custom Cycle could be yours!
Enter the $200,000.00
BIKE OF YOUR DREAMS
1998 SUBSCRIPTION SWEEPSTAKES
No Purchase Necessary
Over 1300
prizes
GUARANTEED
to be
given away
FIRST 1 PRIZE
Pick a 30,000.00
American Eagle®
SECOND 2 PRIZE
Road King®
Springer®
Your choice of a HARLEY
Fat Boy®
His'n Hers Sportsters®
or $15,000.00 Cash!
and...Subscription choices at special, money-saving sweepstakes prices!
See details inside

'98 $200,000.00 BIKE OF YOUR DREAMS

GRAND PRIZE...

Your own PURE STEEL $40,000.00 custom cycle

Engineered for high-output reliability, race-proven components are matched to maximize power without sacrificing rideability. Motors are assembled and tested by some of the industry's best builders using today's latest machining technology.

THIRD 3 PRIZE

100 $500.00 Gift Certificates

One hundred lucky winners will each cruise away with a $500.00 gift certificate good for cool cruisin' custom parts from NEMPCO.

FOURTH 4 PRIZE

100 $300.00 Gift Certificates

One hundred lucky winners will each drive off with gift certificates good to deck out your ride with new treads from AVON Tyres. Valued at $300.00.

FIFTH 5 PRIZE

Easyriders®

100 Easyriders® Superbags

Each Superbag is jam-packed with an assortment of exclusive *Easyriders* apparel, accessories and valuable biker items. Valued at $150.00 each. (Actual items may vary)

SIXTH 6 PRIZE

500 Easyriders® Rodeo Tickets

500 lucky winners will receive two 3-day passes to check out all the thrills and spills at any of *Easyriders'* 1998 Motorcycle Rodeos. Valued at $60.00 a pair.

SEVENTH 7 PRIZE

500 Harley Davidson Collector Card Sets

500 lucky winners will score a set of Classic Harley Davidson Collector Cards. Valued at $35.00 each.

EARLY BIRD BONUS $1,000.00

Mail your Official Entry Form before APRIL 28, 1998. If you do, and you're selected as the 1998 Grand Prize winner, you'll not only get the Bike Of Your Dreams but we'll also toss in another $1,000.00 beer money.

BONUS! *The top 200 winners will be invited to the exclusive 1998 Love Ride Party at the Easyriders® Ranch in Malibu, California.*

SUBSCRIPTION SWEEPSTAKES

Over 1300 prizes

No Purchase Necessary

FIRST 1 PRIZE

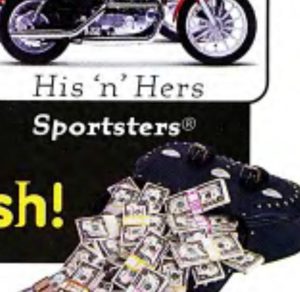
Your choice of an awesome $30,000.⁰⁰ American Eagle®

SECOND 2 PRIZE

Pick from one of these new '98 edition Harleys!

Road King® *Springer®* *Fat Boy®* *His 'n' Hers Sportsters®*

or $15,000.⁰⁰ Cash!



Plus,

order your subscription(s) with your sweepstakes entry form now (new or renewal) and save on all these great Action & Lifestyle magazines.

For special sweepstakes-only prices, see the entry form and subscription order blank for details.

AS LOW AS $1.99 A COPY

Special Bonus

for the 1st 500 subscription orders. Subscribe to any of these magazines and get a unique engraved Easyriders® bike logo keychain FREE!

For Entry form, turn page →

Don't forget...

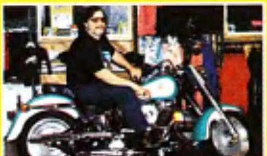
Enter the $200,000.00 BIKE OF YOUR DREAMS

1998 SUBSCRIPTION SWEEPSTAKES

More than $1,000,000.00 in Prizes have already been awarded. Meet just a few of the 10,000 past winners.

You could be a winner too!

But, you gotta enter to have a chance.


John Hogate

Paul Szmurlo

Barbara Hamill

Dan Lisenko

Shawn M. Finn

Norm and Lise Lock

Mike Moore

Jeff Kruckenberg

Raymond Maki

Mario Licata

Meet Krazy John Carlisle, last year's GRAND PRIZE WINNER of a Heritage Springer®.

OFFICIAL SWEEPSTAKES RULES

1. Use the enclosed Official Entry Form and subscription envelope. Mail your entry to the 1998 $200,000.00 "Bike Of Your Dreams" Subscription Sweepstakes, P.O. Box 469057, Escondido, CA 92046-9057. Entry form must be legible and completed in full to be valid. All entries must be received by August 31, 1998. Paisano assumes no responsibility for lost, misdirected or late mail.

2. Prizes are nontransferable and not redeemable for cash. No substitution of prizes is permitted. You may win one of a total of 1,304 prizes — 1 Grand Prize, 1 First Prize, 1 Second Prize, 100 Third Prizes, 100 Fourth Prizes, 100 Fifth Prizes, 500 Sixth Prizes, and 500 Seventh Prizes. The $15,000.00 cash option is in lieu of only the Second Prize choice. The motorcycle prizes pictured may not be the specific ones awarded. Total approximate retail value is $228,000.00.

3. Winners will be selected by random drawing from all entries received by Doyle, Hull & Gregory, whose decisions will be final. Prize winners will be notified by mail within 90 days of the closing date and must acknowledge notification within 30 days, or prize will be forfeited and an alternate winner selected. In the event that all prizes are not claimed, which is likely, random drawings will be held from among all entries received to award unclaimed prizes. The odds of winning a prize will depend upon the total number of eligible entries received.

4. Sweepstakes is open to all residents of the U.S. aged 18 and over, except employees of Paisano Publications and their families, its affiliated companies, and advertising and promotion agencies. Sweepstakes is void outside the U.S. (except APO/FPO addresses), and wherever prohibited or restricted by law. ALL FEDERAL, STATE AND LOCAL TAXES, IF ANY, AND DELIVERY OF BIKE ARE THE RESPONSIBILITY OF THE WINNERS.

5. Winners may be required to execute an affidavit of eligibility, release, and indemnification. All entries received become the property of Paisano Publications, Inc., and none will be returned. Winners grant Paisano Publications and its agencies the right to use their names and likenesses for advertising and promotional purposes.

6. For a list of major prize winners, send a separate, stamped, self-addressed business envelope to Paisano Publications, Inc., 1998 Sweepstakes Winners List, P.O. Box 1050, Agoura Hills, CA 91376-1050.

NO PURCHASE NECESSARY TO WIN. LIMIT ONE ENTRY PER HOUSEHOLD.

E A S Y R I D E R S

Exotic Dancer Guide

This Year's Coast-To-Coast Listing

So there you are—you've called a couple of out-of-town bros for a good bar-hoppin' marathon, figuring you're gonna show them a good time. You've spent the last five hours polishing your 160-spoke wire wheels. You scraped the crud off your fingernails (the best you could), you've got on your best black T-shirt ... and you got no place to go? No perspiration, pal, 'cuz we've got just what you need to entertain any bunch of women-crazed riders ... I mean, gentlemen such as yourselves. Yes, *Easyriders* Annual Exotic Dancer Guide is back and ready to deliver the goods.

As we do each year, we told "Viking" John and "Strip Bar" Stan to saddle up their rigids and hit the blacktop for this special assignment. Armed only with gas money, beef jerky, and some Preparation H, the two fearless editors left El Lay and pointed their front wheels to Candy Land, Bun Heaven, Tit Town, Leg City—whatever you want to call it. They rode into the sunset, letting out a hoot you could hear from New York to Nome. Their mission was to roam the North American continent and seek out some of the best titty bars.

We hope you'll understand that due to space constraints, we can't possibly include all the gentlemen's clubs, go-go joints, and nude bars in this directory. But if you feel cheated because we didn't list one of your favorite clubs, just fill out the form at the end of this section, and return it to us pronto. We will contact the club owners and tell them you referred their establishment for next year's *Easyriders* Exotic Dancer Guide.

With your input, next year's edition should be bigger and better than ever, and might even come with a special surprise ... dare I say scratch and sniff? Well, never mind.

In the meantime, check out *Easyriders* 1998 Exotic Dancer Guide. And remember, before you make your move, make sure to call the club you chose to visit, and check that their policy is updated.

Bottoms up!

—Lafayette

If you ever get a chance to stop by Snooky's, in Ventura, or B.T.'s in Detroit—where some of these photos were taken by our own Strip Bar Stan—make sure you tell Jimmy of Snooky's, or Freddy of B.T.'s, that Strip sent ya. A special thanks goes out to the girls at Snooky's and B.T.'s.

State	Club	Address	City	Zip	Phone	Parking
AK	Crazy Horse	1564 Hyder	Anchorage	99501	(907) 279-1231	W/Surveillance
AK	Reflections	2406 S. Cushman	Fairbanks	99701	(907) 456-3748	W/Surveillance
AL	Charlie's Go-Go	501 Minor Pkwy.	Birmingham	35224	(205) 785-4370	Street
AL	Jimmy's Lounge	8707 Highway 72 W.	Madison	33575	(205) 721-0178	Street
AL	Sammy's	3106 Airport Blvd.	Mobile	36606	(205) 479-8179	Street
AL	Showcase Lounge	2006 Memorial Pkwy.	Huntsville	35801	(205) 539-9189	Secured
AL	The Platinum Club	263 Weatherbrook Ln.	Anniston	36206	(205) 435-5280	Valet
AR	Bottom's Up Club	405 W. Poplar	Fayetteville	72703	(501) 443-4668	Street
AR	Centerfold Topless	214 W. Grand	Hot Springs	71091	(501) 624-7879	Street
AR	Entertainer's Club	903B Central	Hot Springs	71913	(501) 624-9332	Street
AR	P's and Q's	7711 Crystal Hill Rd.	Little Rock	72210	(510) 753-0051	Secured
AR	Prime Time Club	3310 Mabevale Pike	Little Rock	72204	(501) 562-9044	Street
AZ	Blue Moon	2911 E. Van Buren	Phoenix	85008	(602) 267-0005	W/Surveillance
AZ	High Lighter	4716 N 12th. St.	Phoenix	85013	(602) 234-0128	W/Surveillance
AZ	Paradise Topper Club	830 S. Magnolia Ave.	Yuma	85364	(602) 343-1639	Secured
AZ	TD's East	5822 E. Speedway	Tucson	85712	(520) 790-7307	Valet
AZ	TD's West	749 W. Miracle Mile	Tucson	85705	(520) 882-0650	Valet
AZ	Tucson Temptations	1104 S. Craycroft	Tucson	85711	(602) 748-1777	Secured
CA	Candy Cat One	21625 Devonshire	Chatsworth	91311	(818) 341-0134	W/Surveillance
CA	Candy Cat Two	6816 Winnetka	Canoga Park	91306	(818) 999-3187	W/Surveillance
CA	Dancers	7094 Miramar Rd.	San Diego	92121	(619) 578-1216	W/Surveillance
CA	Déjà Vu	2720 Midway Dr.	San Diego	92110	(619) 224-4757	W/Surveillance
CA	Déjà Vu	5282 Mission Blvd.	Ontario	91761	(909) 591-7005	W/Surveillance
CA	Déjà Vu	7350 Coldwater Cyn Rd.	North Hollywood	91605	(818) 982-1100	Secured
CA	Déjà Vu Show Girls	5520 Kearny Villa Rd.	San Diego	92123	(619) 279-GALS	W/Surveillance
CA	Dirty Dan's	2431 Pacific Coast Hwy.	San Diego	92101	(619) 233-7359	Valet
CA	Dream Girls	4805 Convoy St.	San Diego	92123	(619) 279-2444	Secured
CA	Fantasy Topless Theater	1019 S. La Cadena Dr.	Colton	92334	(909) 370-1574	W/Surveillance
CA	Gee Spot	16074 Walnut	Hesperia	92543	(760) 948-1770	Street
CA	Harvey's Bar And Grill	3020 Coronado St.	Anaheim	92806	(714) 630-0810	W/Surveillance
CA	Snooky's I	2050 Donville	Simi Valley	93065	(805) 583-8149	Secured
CA	Snooky's II	1657 S. Oxnard Blvd.	Oxnard	93030	(805) 483-0881	Secured
CA	Snooky's III	371 N. Ventura Ave.	Ventura	93001	(805) 653-5449	W/Surveillance
CA	Snooky's IV	42653 N. Sierra Hwy.	Lancaster	93536	(805) 723-7090	W/Surveillance
CO	Bustop	4871 N. Broadway	Boulder	80304	(303) 440-3911	Secured
CO	Dandy Dan's	214 Federal Blvd.	Denver	80219	(303) 922-6729	W/Surveillance
CO	Déjà Vu	2145 B St.	Colorado Springs	80906	(719) 576-7724	W/Surveillance
CO	Red Garter	1447 Stout St.	Denver	80202	(303) 571-5718	Secured
CT	Harry O's Club	137 Selleck St.	Stamford	06902	(203) 967-2940	Street
CT	Mustang Sally's	67 Windsor Ave., Rte. 83	Vernon	06066	(203) 871-6850	Secured
CT	Ruby's	2068 E. Main St.	Bridgeport	06610	(203) 579-0650	W/Surveillance
CT	The Zebra	20 North Ave.	Norwalk	06851	(203) 846-2828	Secured
DC	Camelot	1823 M St. NW	Washington	20036	(202) 887-5966	Street
DE	Canton Inn	704 Norman Eskridge Hwy.	Seaford	19973	(302) 628-3800	Secured
FL	Centerfold Lounge	4351 Phillips Hwy.	Jacksonville	32207	(904) 737-8233	W/Surveillance
FL	Club Juana	6150 S US Hwy. 17-92	Casselberry	32730	(407) 831-7717	W/Surveillance
FL	Déjà Vu Showgirls	6805 Adamo Rd.	Tampa	33619	(813) 664-8784	W/Surveillance
FL	Seven Seas	3023 W. Kennedy Blvd.	Tampa	33609	(813) 874-1145	Secured
FL	Shark Lounge	730 E. Int'l Speedway Blvd.	Daytona Beach	32118	(904) 258-1230	Secured
FL	Teasers	1029 Truman Ave.	Key West	33041	(305) 293-0850	Secured
FL	Thee Dollhouse	255 Sunny Isles Blvd.	Miami	33160	(305) 948 3087	Secured
FL	Vixens Showbar	2109 Atlantic Blvd.	Neptune Beach	32266	(904) 246-4222	Secured
GA	The Forum	5368 Veteran Pkwy.	Columbus	31904	(706) 324-1211	W/Surveillance

Drinks	Dance	Private Dance
Full Bar	Nude	Yes
Full Bar	Nude	Yes
Juice Bar	Topless	Table, lap
Beer & Wine	Topless	Table
Full Bar	Topless	No
Beer & Wine	Bikini	No
Full Bar	Nude	Table, couch
BYOB	Topless	Yes
Full Bar	Topless	Table
BYOB	Topless	Table
Full Bar	Topless	No
Full Bar	Topless	No
Juice Bar	Nude	Table
Full Bar	Topless	No
Beer & Wine	Topless	Table
Full Bar	Topless	VIP room
Full Bar	Topless	VIP room
Beer & Wine	Topless	Yes
Beer & Wine	Topless	Booth
Beer & Wine	Topless	Yes
Full Bar	Topless	Table, couch
Juice Bar	Nude	Table, couch, VIP
Juice Bar	Nude	Lap dances
Juice Bar	Nude	Couch, lap, table, shower & bed
Juice Bar	Nude	1 on 1 nude booth
Full Bar	Topless	Table, 1 on 1
Full Bar	Topless	Yes
Full Bar	Topless	Table
Full Bar	Bikini	Lap
Full Bar	Bikini	No
Beer & Wine	Bikini	Call for details
Beer & Wine	Bikini	Call for details
Beer & Wine	Bikini	Yes
Full Bar	Bikini	Yes
Beer & Wine	Topless	Table
Full Bar	Topless	Table
Juice Bar	Nude	Couch
Juice Bar	Nude	Private shows
Beer & Wine	Topless	Yes
Juice Bar	Nude	No
Beer & Wine	Nude	Hot oil wrestling & more
Beer & Wine	Nude	Yes
Full Bar	Nude	No
Full Bar	Topless	Couch
Full Bar	Bikini	Table
Full Bar	Nude	Table
Juice Bar	Nude	Private bed dances
Juice Bar	Nude	Lap
Full Bar	Topless	Yes
Full Bar	Nude	Lap
Full Bar	Nude	Yes
Full Bar	Bikini	Yes
Full Bar	Nude	Table

State	Club	Address	City	Zip	Phone	Parking
HI	Club Hubba Hubba	25N. Hotel St.	Honolulu	96817	(808) 536-7698	Street
HI	Dancers	205 Sand Island Access Rd.	Honolulu	96819	(808) 847-2266	Secured
HI	Déjà Vu Showgirls	2301 Kuttio Ave.	Honolulu	96815	(808) 922-5566	Secured
IA	Bottoms Up Lounge	2800 Twin City Plaza	Council Bluffs	51501	(712) 366-0349	Secured
IA	The Chorus Line	4128 N. Brady St.	Davenport	52806	(319) 386-1833	Secured
IL	Admiral Theatre	3940 W. Lawrence Ave.	Chicago	60007	(312) 478-8263	Valet
IL	Déjà Vu	3270 Lake Plaza	Springfield	62703	(217) 529-1467	Secured
IL	Giggie's	114 Sinsinawa	E. Dubuque	61075	(815) 747-3636	Street
KS	Alcove Club	Hwy. 50 E	Ellinwood	67526	(316) 564-9140	Street
KS	Glamour Girls	4849 S. West St.	Wichita	67217	(316) 522-9686	Secured
KS	Player Supper Club	4100 W. 10th	Great Bend	67530	(316) 792-3734	Secured
KY	Déjà Vu	3424 Taylor Blvd.	Louisville	40215	(502) 367-9899	W/Surveillance
KY	Déjà Vu	485 New Circle Rd. NW	Lexington	40511	(606) 293-6985	Secured
KY	Uncle Sam's	425 River View	Bowling Green	42101	(502) 843-9177	W/Surveillance
LA	Action Central	614 Commerce St.	Shreveport	71101	(318) 221-4177	W/Surveillance
LA	Can Can Cabaret	300 Bourbon St.	New Orleans	70130	(504) 524-9076	Secured
LA	Centerfold	3735 E. Texas St.	Bossier City	71111	(318) 747-3546	Street
LA	Desperado Cabaret	3730 NE Evangelyne Thruway	Carencro	70520	(318) 896-7744	Secured
LA	Sugar's	7905 Tom Dr.	Baton Rouge	70806	(504) 925-9180	Street
LA	VIP Room	325 W. Pinhook Rd.	Lafayette	70501	(318) 261-5825	Secured
MA	Castaway Lounge	Rtes. 5 and 10	Whately	01093	(413) 665-8733	Secured
MA	Golden Banana	151 Newberry St.	Peabody	01960	(508) 535-9777	Street
MA	Magic Lantern	399 Boston Rd.	Palmer	01069	(413) 283-9275	Secured
MA	Mardi Gras	91 Taylor St.	Springfield	01103	(413) 733-5057	Secured
MD	Chez Joey	415 E Baltimore St.	Baltimore	21202	(410) 685-3662	Secured
MD	Night Shift	1725 S. Ponca St.	Baltimore	21224	(410) 633-7100	Secured
MD	The Haven Place	400-02 N. Haven St.	Baltimore	21224	(410) 276-9420	Street
ME	La Casa De Fiesta	Rte 157, P.O. Box 699	Millinocket	04462	(207) 746-3321	Secured
ME	La Casa De Fiesta	Rte 157, P.O. Box 699	Millinocket	04462	(207) 746-3321	Secured
ME	Mark's Showplace	200 Riverside	Portland	04105	(800) 992-0006	Secured
MI	BT's	14417 Michigan Ave.	Dearborn	48126	(313) 846-4640	Valet
MI	Déjà Vu	13431/2 Portage St.	Kalamazoo	49001	(616) 344-8104	Secured
MI	Déjà Vu	2402 S. Dort Hwy.	Flint	48503	(810) 767-1560	Secured
MI	Déjà Vu	31 N Washington	Ypsilanti	48197	(313) 487-2110	Street
MI	Players	1370 E. 8 Mile Rd.	Detroit	48205	(313) 846-4660	Valet
MN	Corner Bar	128 W. Main	Marshall	56258	(507) 532-9972	Street
MN	Déjà Vu	315 Washington Ave. N	Minneapolis	55401	(612) 333-8130	Secured
MN	Dreamgirls	14 N. 5th Ave.	Minneapolis	55404	(612) 339-2271	Secured
MN	Gladiator Bar	307 N. Broadway	Gilbert	55741	(218) 741-0914	Street
MN	Lamplighter Lounge	160 Larpenteur Ave. W	St. Paul	55113	(612) 489-9200	W/Surveillance
MN	Peelers Bar & Thrill	Hwy. 52 South	Cannon Falls	55009	(507) 263-5115	Street
MO	4061 Club	2428 Hwy. 40-61	O' Fallon	63366	(314) 625-9503	Street
MO	Bazooka's Showgirls	3319 Main St.	Kansas City	64111	(816) 756-3441	Street
MO	Regina's House Of Dolls	805 Enterprise	Cape Girardeau	63701	(314) 651-8707	Street
MO	Vogue Showclubs	912 Business Loop 70 E	Columbia	65201	(314) 442-7491	Street
MO	Ziegfield's	1517 Grand	Kansas City	64114	(816) 421-5632	Street
MS	Fantasies	501 E. Mc Dowell Rd.	Jackson	39204	(601) 354-7951	Street
MS	Legends Cabaret	4312 N. State St.	Jackson	39202	(601) 969-3720	Street
MT	Mulligan's	337 N. Higgins	Missoula	59801	(406) 728-9709	Street
MT	Playground	2400 10th Ave. S.	Great Falls	59405	(406) 761-9735	Secured
MT	Shotgunn Willie's	3422 S. Frontage Rd.	Laurel	59044	(406) 628 2311	Street
NC	Anastasia's Gentlemen's Club	5671 Market St.	Wilmington	28405	(910) 700-2730	Secured
NC	Lost Dimensions	510 Farragut St.	Greensboro	27406	(919) 274-7393	Secured

Drinks	Dance	Private Dance
Beer & Wine	Nude	Table
Beer & Wine	Nude	Table
Full Bar	Nude	Table, shower, etc.
Full Bar	Bikini	No
Full Bar	Topless	1 on 1
Beer & Wine	Nude	Table, couch
Juice Bar	Nude	Call for details
Full Bar	Topless	Yes
Beer & Wine	Nude	Table, couch
Beer & Wine	Nude	Table
Beer & Wine	Topless	No
Juice Bar	Nude	Yes
Full Bar	Topless	Couch, shower, VIP, tables
Full Bar	Nude	Lap, couch, table
Full Bar	Topless	Yes
Full Bar	Topless	No
Beer & Wine	Bikini	No
Full Bar	Topless	Table
Full Bar	Bikini	Table
Juice Bar	Bikini	Table
Full Bar	Nude	Yes
Beer & Wine	Nude	No
Full Bar	Nude	Yes
Beer & Wine	Nude	Table
Full Bar	Topless	No
BYOB	Nude	Lap
Full Bar	Topless	No
Beer & Wine	Topless	Table
Full Bar	Topless	Yes
Beer & Wine	Topless	Yes
Full Bar	Topless	No
Juice Bar	Nude	Couch, VIP
Juice Bar	Nude	VIP room
Juice Bar	Nude	Yes
Full Bar	Topless	No
Beer & Wine	Topless	Table
Full Bar	Nude	Couch, table
Full Bar	Nude	Couch, table
Full Bar	Topless	No
Full Bar	Nude	Table
Beer & Wine	Nude	Showers, private room
Beer & Wine	Bikini	No
Juice Bar	Nude	Yes
Full Bar	Topless	Table, sofa
Beer & Wine	Bikini	No
Juice Bar	Nude	Couch, showers
Beer & Wine	Topless	Yes
Full Bar	Nude	Yes
Juice Bar	Nude	No
Full Bar	Nude	Table, couch
Beer & Wine	Nude	Table, couch
Full Bar	Topless	Table
Full Bar	Topless	Table, Couch

State	Club	Address	City	Zip	Phone	Parking
NE	B.J's Hideway	5100 N. 48th	Lincoln	68450	(402) 464-1644	Secured
NE	The Foxy Lady	1823 O St.	Lincoln	68508	(402) 435-0890	Street
NE	The Night Before	1035 M St.	Lincoln	68508	(402) 475-4107	Street
NE	The Royal Grove	340 W. Cornhusker Hwy.	Lincoln	68521	(402) 474-2332	W/Surveillance
NJ	High Heels	619 Route 15 S	Lake Hopatcong	07849	(973) 663-0619	Street
NJ	Lookers Go-Go Sports Bar	789 Dowd Ave.	Elizabeth	07201	(908) 351-1231	W/Surveillance
NJ	Nardone's Sports Go-Go Bar	471 Spring St.	Elizabeth	07201	(908) 289-0962	Secured
NM	Chapter II Showclub	2294 Wyoming Blvd. NE	Albuquerque	87112	(508) 298-1200	Secured
NM	Cheeks	2841 Cerrilos Rd.	Santa Fe	87501	(505) 473-5259	Secured
NV	Can-Can Room	3155 Industrial Rd.	Las Vegas	89109	(702) 737-1161	Secured
NV	Little Darlings	1514 Western Ave.	Las Vegas	89102	(702) 737-1161	W/Surveillance
NV	Show Girl Video	631 Las Vegas Blvd.	Las Vegas	89101	(702) 453-7938	Secured
NV	Talk Of The Town	1238 Las Vegas Blvd.	Las Vegas	89104	(702) 453-7938	Secured
NY	Diamond Dolls Inc.	6720 Towline Rd.	Dewitt	13211	(315) 455-5936	60-car lot
NY	Madame Oar's	584 Upper Court St.	Binghamton	13904	(607) 775-3300	Secured
NY	Nora's Club Diamond Dust	5111 Genesee St.	Checktowaga	14225	(716) 681-2280	Secured
OH	Club Secrets	1570 1/2 Olentangy River Rd.	Columbus	43210	(614) 421-1110	Secured
OH	Déjà Vu	135 S. Byne Rd.	Toledo	43615	(419) 531-0079	Secured
OK	Night Trips	220 S. Vermont	Oklahoma City	73108	(405) 942-4242	Secured
OK	Sugers	7501/2 Asp Ave.	Norman	73069	(405) 364-5255	Street
OR	505 CLUB	505 NW Burnside	Gresham	97030	(503) 666-2286	Secured
OR	92nd Street Club	5933 SE 92nd Ave.	Portland	97266	(503) 771-6966	Secured
PA	Club Elite	135 9th St.	Pittsburgh	15222	(412) 281-7703	W/Surveillance
PA	Delilah's Den	100 Spring Garden St.	Philadelphia	19123	(215) 625 2800	Secured
PA	Evergreen Hotel (Highland Room)	1937 Babcock Blvd.	Pittsburgh	15209	(412) 821-1101	W/Surveillance
PA	The Palace	9th Ave X 23rd St.	Altoona	16602	(814) 946-0862	Street
RI	The Satin Doll	35 Aborn St.	Providence	02903	(401) 274-2457	Secured
SC	Showtime	2552 Hwy. 501	Myrtle Beach	29577	(803) 626 0192	W/Surveillance
SC	Teasers	4350 Dorchester Rd.	Charleston	29405	(803) 744-0038	Secured
SD	Peacock Bar & Grill	300 Main	Winner	57580	(605) 842-0324	Secured
SD	Shotgun Willies	2808 W. Main	Rapid City	57702	(605) 341-7253	W/Surveillance
TX	Dallas Club	2117 W. Northwest Hwy.	Dallas	75220	(972) 869-3376	Secured
TX	Flashdance Cabaret	520 N. Watson Rd.	Arlington	76011	(817) 633-7148	Secured
TX	House Of Babes	9317 S. Freeway	Fort Worth	76140	(817) 293-5358	Secured
TX	Naked Harem	6345 Alameda	El Paso	79902	(915) 778-7385	Secured with guard
TX	Showtime Cabaret	1298 W. Mansfield Hwy.	Kennedale	76140	(817) 483-8381	Secured
VA	1320 Club II	7039 Brookfield Plaza	Springfield	22150	(703) 569-5516	Street
VA	Dauphines Steak House	6315 Amerherst	Springfield	22150	(703) 451-8951	Street
VA	Grinders	1116 Portcentre Pkwy.	Portsmouth	23704	(757) 397-1065	Secured
VA	The Candy Bar	3904-A Hill St. Rd.	Richmond	23224	(804) 232 9846	W/Surveillance
VA	The Red Light Inn	911 W. Grace St.	Richmond	23220	(804) 358-6721	Street
WI	Bonkers Nite Club	Cty Trk R	Manitowoc	54220	(920) 684-9950	Secured
WV	Godfather's	601 S. Penn St.	Wheeling	26003	(304) 233-5702	Secured
WV	Gold Dust	116 1/2 Capital St.	Charleston	25301	(304) 342-7427	Valet
WV	Golden Horseshoe Club	P.O. Box 100	Ranson	25438	(304) 725-3885	Secured
AB	Shifters Tavern, Yellowhend Hotel	15004 Yellowhend Trail	Edmonton	T5V 1A1	(403) 447-2400	Secured
AB	The Park Hotel	4916 Ross St.	Red Deer	T4N 1X7	(403) 346-4121	W/Surveillance
BC	Barnet Motor Inn	2025 St. Johns St.	Port Moody	V3H 2A3	(604) 936-4922	Secured
BC	Golden Ears Hotel	2633 Shaughnessey St.	Port Coquitlam	V3C 3G5	(604) 942-9038	Secured
BC	Plazoo Showroom & Sports Bar	405 Victoria St.	Kamloops	U2C-2A9	(250) 372-7121	W/Surveillance
BC	Showroom Pub, Marble Arch Hotel	518 Richard St.	Vancouver	V6B 3A2	(604) 681-5435	W/Surveillance
BC	Wild Duck Inn	720 Lougheed Hwy.	Port Coquitlam		(604) 942-7610	Secured
ON	Atherly Arms	2 Creighton St.	Orillia	L3V 1A8	(705) 325-3269	Secured

Drinks	Dance	Private Dance
Full Bar	Topless	Yes
Full Bar	Topless	Table
Full Bar	Topless	Yes
Full Bar	Topless	Table
Full Bar	Bikini	Yes
Full Bar	Bikini	No
Full Bar	Bikini	Yes
Full Bar	Topless	Table
Full Bar	Topless	Yes
Juice Bar	Nude	Private room
BYOB	Nude	Yes
Vending	Nude	Yes
Juice Bar	Nude	Yes
Full Bar	Topless	Yes
Full Bar	Topless	Couch
Full Bar	Topless	No
Juice Bar	Nude	Table
Juice Bar	Nude	Yes
Beer & Wine	Topless	Table
Full Bar	Topless	Table, upclose & personal
Full Bar	Nude	No
Beer & Wine	Nude	No
Full Bar	Topless	Table, couch
Full Bar	Topless	Table
Full Bar	Topless	Yes
Full Bar	Nude	Yes
Full Bar	Topless	Yes
Full Bar	Topless	Yes
Full Bar	Topless	Table, room
Full Bar	Topless	Couch
Beer & Wine	Nude	Couch, table, hostage
Full Bar	Topless	Yes
Full Bar	Topless	Yes
Full Bar	Topless	Lap
BYOB	Nude	Call for details
Full Bar	Topless	Lap
Beer & Wine	Topless	Yes
Beer & Wine	Topless	No
Juice Bar	Topless	Lap
Beer & Wine	Topless	Table
Beer & Wine	Topless	Yes
Full Bar	Topless	Yes
Full Bar	Nude	Call for details
Full Bar	Nude	Yes
Full Bar	Nude	Yes
Full Bar	Nude	No
Full Bar	Nude	No
Full Bar	Nude	Table
Full Bar	Nude	No
Full Bar	Nude	Cage
Full Bar	Nude	Booth
Full Bar	Nude	No
Full Bar	Nude	No

Black Forest Special For The 21st Century

Ear-Shplitten-Louden-Boomen!

The 101 freeway is rock-throwin' distance from my Outhouse Deluxe Airstream trailer here in Agoura Hills, California. Night and day, you can hear scooters rippin' to and from lord knows where, and it's kinda like havin' yer finger on the pulse of the road. That call of the wild has pissed off more than one li'l visitin' hardbelly, too, 'cause sometimes I'll holler, "Time out!" in mid-stroke just to savor the sound of straight pipes rattlin' the window. Those ladies who don't appreciate the sentiment are quickly shown the way out ...

In the case of Oliver Fink, such a problem will never exist with his main squeeze, Vivian. Hell, she's half the reason this Softail from across the shores is the showstopper that it is. According to Oliver, he and Vivian were hangin' down in Oceanside, California, 'bout a year ago with Bill Kennedy, →

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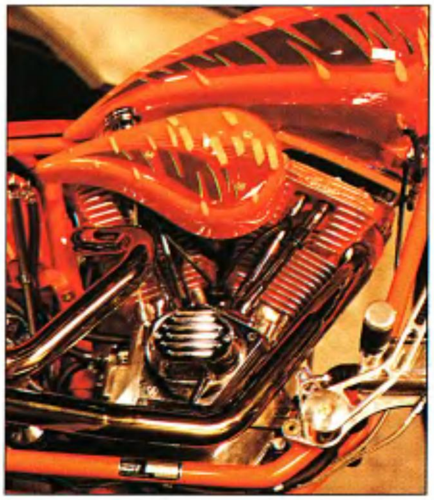

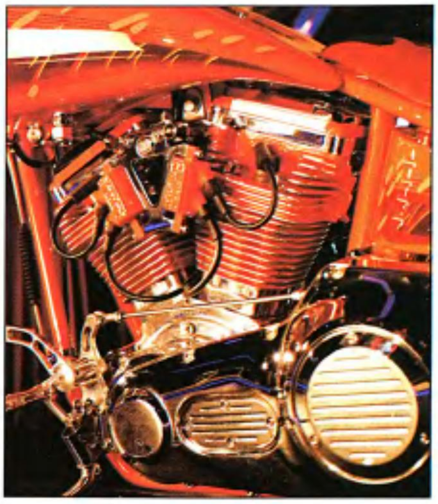

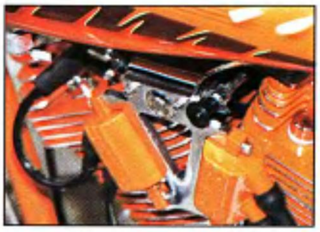

and the notion to build a special bike for the next Love Ride came up. That thought stuck with 'em all the way back to Germany.

Next thing ya know, a 38-degree rake, ZCB Softail frame is on the lift, and a 95-cubic-inch Sputhe big bore motor with S&S flywheels and soon-to-be-ported-and-polished intake and exhaust chambers is in the works. Oliver likes the 3 13/16-inch bore and stock stroke, said it gives higher rpm and better acceleration in the lower rpm range. He went with a Mikuni HSR 42mm because he says they cause him the least amount of trouble.

Cut to the tech sheet for the spec skinny, 'cause I wanna focus on the doin' involved here, startin' with the gas tank. Oliver says he killed the first 5-gallon set trying to do a speedo inlay, by grinding off too much metal, but the second and third tries were perfect. Oh, yeah, he was also buildin' this same bike for Vivian, since many of the design ideas came outta her head. "I did what she said," Oliver added. Ahh, those demanding German women ...

Round two of the do-it-yourself dance was a block of billet turned into a rear rim that would run an 8-inch wide, 225/50/16 Pirelli tire. A 10mm offset and 1/2-inch worth of belt trimmin' made the fit snug, and the high-dollar Fornales shocks ensured that Autobahn blasts would be smoother than a fräulein's kiss on a cold Black Forest night.

"Everything on the bike flows into the other parts," Oliver explained of the bike's aesthetic essence. "For example, the angle of gas tank matches the angle of the air cleaner, and the rear blinkers are integrated with the swingarm's belt adjusters."

The final 9 yards were a slam-dunk paint job by Wild Air Hoerby and numerous one-offs from Oliver's company, Fine 3. The name stands for Fine bikes, touches, and techniques, and many of their parts are now being distributed stateside by Johnny Pag in Corona, California, Morony's in New Windsor, New York, and, of course, Mr. Bill Kennedy in Oceanside, California.

Oliver's goal was to make Love Ride '97 on something more than a dream. With compliments from the likes of Arlen Ness, Fine 3's Oliver Fink and his main squeeze, Vivian, knew they'd wrenched things right. I wonder if she has a single sister?

—Captain Trash

Owner: Oliver Fink
City: Böblingen, Germany

General
Fabrication: Fine 3
Year/make: 1997 H-D
Model: Softail
Assembly: Fine 3
Chroming: Fine 3 polished

Engine
Year/model: 1997 Sputhe big bore
Rebuilder: Fine 3
Ignition: Crane Hi-4
Displacement: 95-cubic-inch
Lower end: S&S, Fine 3
Pistons: JE Sportsman 10.5:1
Cases: Sputhe
Heads: RevTech, modified by Fine 3
Cam: Crane .560 lift
Carb: Mikuni HSR 42mm
Pipes: SuperTrapp
Modifications: Fine 3 balancing, Fine 3 cast aluminum air cleaner, Killer Cycles Germany muffler

Transmission
Year: 1997
Modifications: polished

Paint
Molding: Fine 3
Painter: Wild Air Hoerby
Color/type: orange/2K Color
Special paint: graphics by Wild Air Hoerby

Frame
Year: 1997
Builder: ZCB
Type: Softail
Shocks: Fournales
Modifications: 38-degree rake, 20mm wider than stock, 10mm offset

Accessories
Bars: Fine 3
Handlebar controls: Performance Machine/Ness
Fenders: Fine 3
Headlight: Ness
Taillight: Fine 3
Speedo: Custom Chrome
Pegs: Vaticaan, front
Foot controls: Vaticaan
Electrics: Fine 3
Gas tank: Fine 3
Oil tank: Fine 3
Oil system: stock
Seat: Fine 3
Mirrors: Ness
Grips: JayBrake

Forks
Type: wide glide
Builder: SGP
Modifications: modified brake brackets

Wheels

Front
Type: Akront
Size: 17-inch
Tire: Pirelli 140-60
Brakes: Behringer dual disc, 4-caliper

Rear
Type: modified stock rims
Size: 16-inch
Tire: Pirelli 225/50
Brakes: Behringer 4 caliper, 10-inch full floating stainless steel rotors (Fine 3)

Photos: Bill Dobbins

Maximum Velocity™
Billet Cylinder Heads

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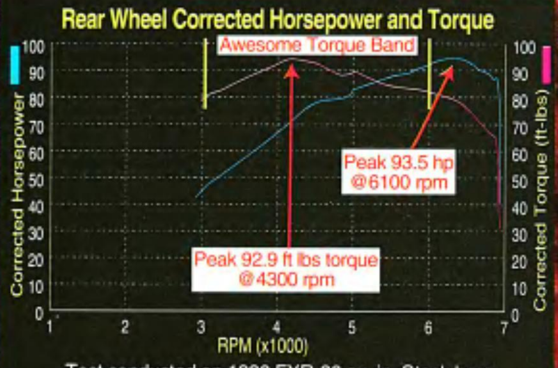

Test conducted on 1990 FXR-80 cu. in. Stock bore, stock stroke, stock flat top pistons, V-Thunder™ EVL-3030 cam, Mikuni® 42 Carb., and 2 into 1 exhaust.

Dyno runs provided by Ray Price Harley Davidson® Raleigh, NC on a Dynojet® Dynomometer.

Flow Data

Tested @ 28 inches on Super Flow 600 with stock unported manifold.

Valve Lift	.100	.200	.300	.400	.450	.500	.550	.600	.650	.700
F.Intake cfm	65.7	133.5	183.0	223.2	240.0	253.2	264.0	273.0	276.0	280.8
F.Exhaust cfm	54.6	120.8	152.6	171.7	181.3	186.7	194.0	197.2	200.3	201.9

Flow data provided by Ultra Pro Machining, Charlotte, N.C.

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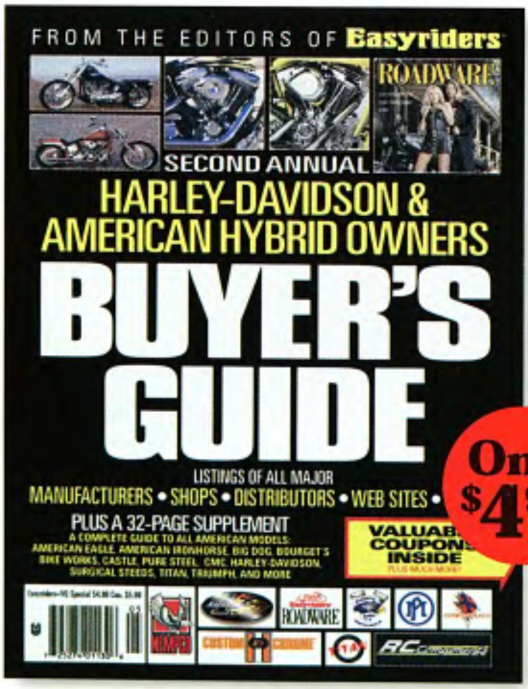

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How The Frog Tamed The Hog

François Schetelat's Hair-Raising Scooter Stunts

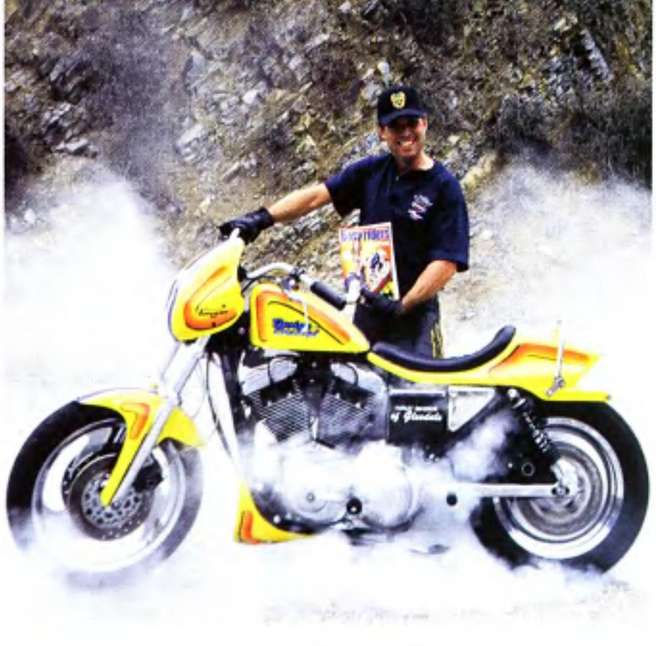
"There's a French guy named François Schetelat in my office, and I don't understand a word he's saying. Get your ass over here, goddammit. We're going out to lunch in five minutes, and I need an interpreter." This was as nice an invitation as you get from Bandit, so I figured I'd go. Next thing I knew, the three of us were sitting at the local cantina, enjoying a hearty helping of chili. Well, to be exact, François and Bandit were stuffing their faces and politely nodding at one another, while I was doing the translation back and forth. So much for a free lunch!

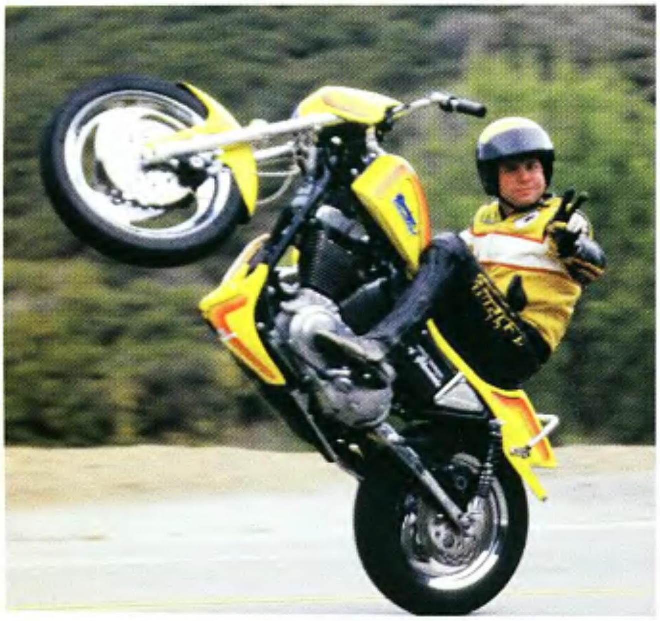
Turns out that our pal is a professional stunt rider and was in town for business. He told us his story, so here it is, in a nutshell.

After spending 13 years performing motorcycle, car, and boat stunts for television and motion pictures in France, François got tired of being the anonymous guy who crashed in front of the camera and ran away as a human torch for the big action shot. After a while, seeing his name on the movie credits just wasn't enough anymore—he wanted to get closer to the audience and let people enjoy a live performance. He wanted to get first-hand recognition for his hard work, dammit!

The answer came when fellow French stuntman Alain Bour introduced him to the world of live stunt shows on motorcycles. It didn't take François long to plan a career move. In no time, he was working out an original routine for his own one-man show.

To be different, and spice things up, in a world where Jap bikes typically rule, François chose to perform on genuine American iron, emulating his American idol, Evel Knievel. "It would have been too easy to use a rice burner to screw around with—everybody has already seen that kind of work," says François, a self-admitted wingnut, and *bon vivant*. →





Photos: Stan Miles

Speaking of which, I heard the man is nothing short of insane when it comes to partying and riding any type of gas-powered vehicle. Just ask him about the time he cleaned up a dinner table with a lawn mower, after a well-hydrated evening with some French bros.

But that's another story, because today the happy-go-lucky Parisian is up for a new challenge and off to conquer the United States. After touring his stunt show for four years at Europe's biggest runs, races, and rallies, he packed his bags, shipped his scoots, and landed in Hollywood, where promoter Oliver Shokouh lined him up for a couple of gigs.

François started off his American career with a bang, appearing on Jay Leno's *Tonight Show*. Next stop on his inaugural tour was Lake Castaic, the end point of Love Ride 14 (November 9, 1997), sponsored by Oliver Shokouh and Harley-Davidson of Glendale. There, he knocked the socks off of tens of thousands of bikers, performing stunts like riding his Sporty backward, skiing behind the bike at 60mph on his steel skid shoes, or popping wheelies (with passenger!) on a fully loaded dresser.

Contrary to what you might think, François' bikes are pretty close to stock configuration. The Electra Glide's bone-stock mill is connected to a loud pair of drag pipes, and a heavy-duty clutch replaces the original unit. The '96 1200 Sportster has a stock engine, with free-flowing two-into-one exhaust. The most important component on these two bikes is the final drive. It has been converted to a chain and sprocket setup. This modification allows François to better control the engine's output, as he gently nurses the throttle and rear brake, to keep the bike up in the air. Wheelies with the behemoth Electra Glide are a real crowd-pleaser, when the saddlebags and rear fender drag on the pavement, shooting sparks and strands of fiberglass all over the place.

François was kind enough to give us a private performance for the photo shoot, and I've got to say, many of us at the garage can't wait to get our hands on a test bike to practice those stand-on-the-pegs, rolling burnouts.

Anyway, make sure to check out François' next performance at a motorcycle event near you—it's always a hoot. One last piece of advice: Just make sure you don't let him help with the dishes after dinner.

—*Lafayette*

For information and booking, contact Oliver Shokouh at H-D of Glendale, 3717 San Fernando Rd., Glendale, CA 91204, (818) 246-5618

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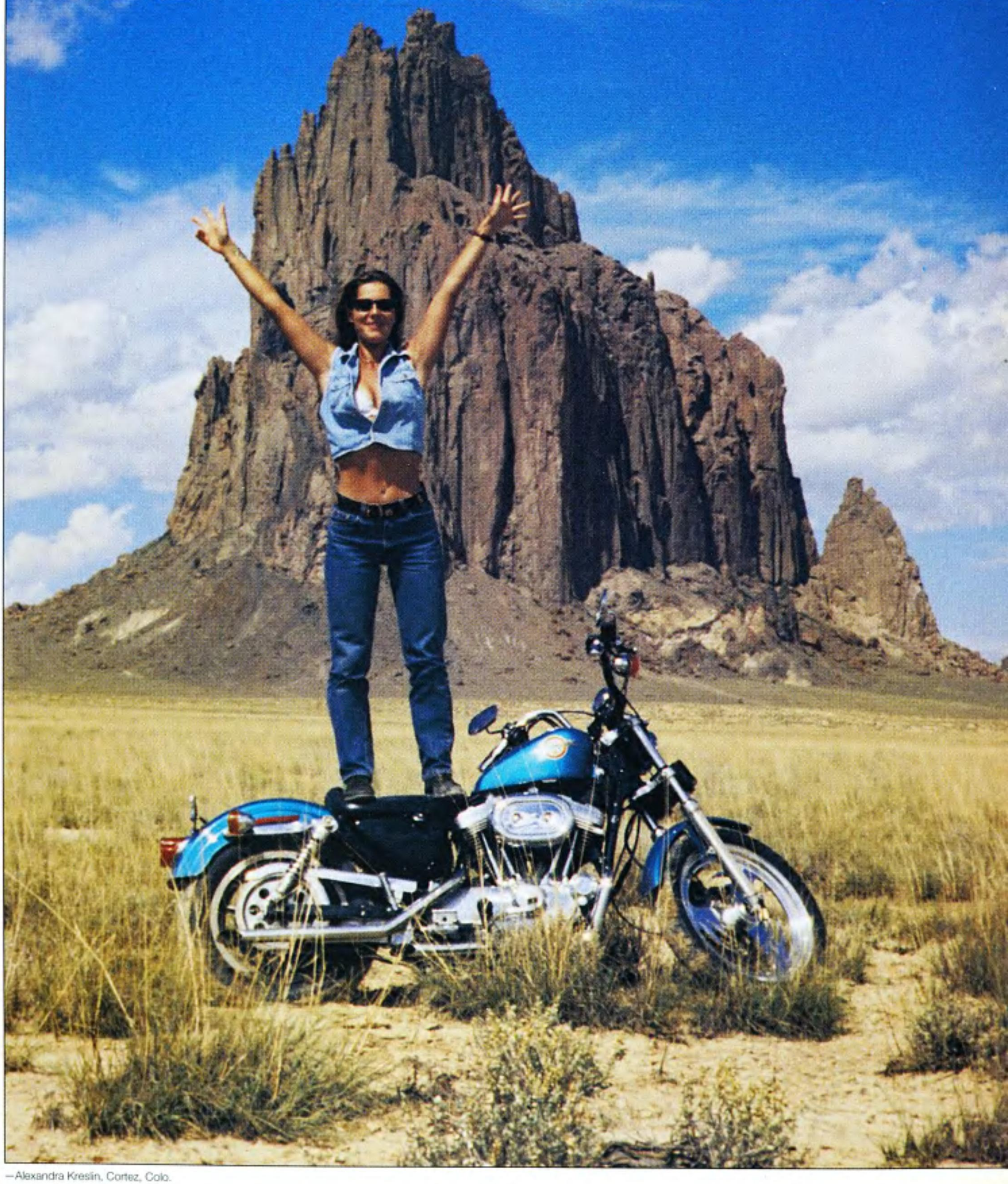
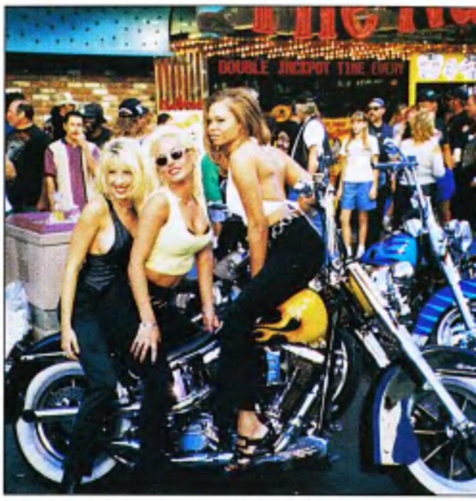


—Alexandra Kreslin, Cortez, Colo.

—Jim Redmond, Chillicothe '97

—B&C Nealon, Hunter Harley Festival '97, N.Y.



—Rick Grove, Street Vibrations '97, Reno, Nev.

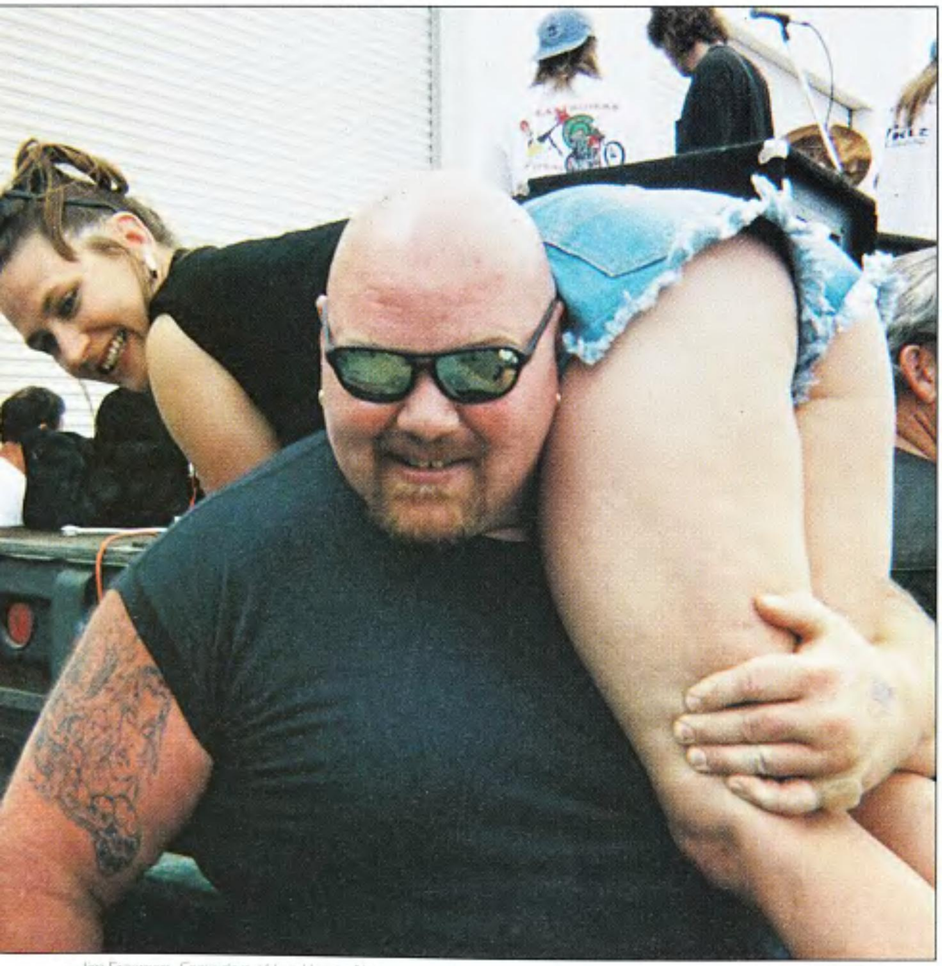
—Bret Brandt, Waterloo, Iowa

—Don Ward of Dana, Madison, Wis.

—Hubert Oechsner, Aschaffenburg, Germany

—Craig Carlson, Sturgis '97

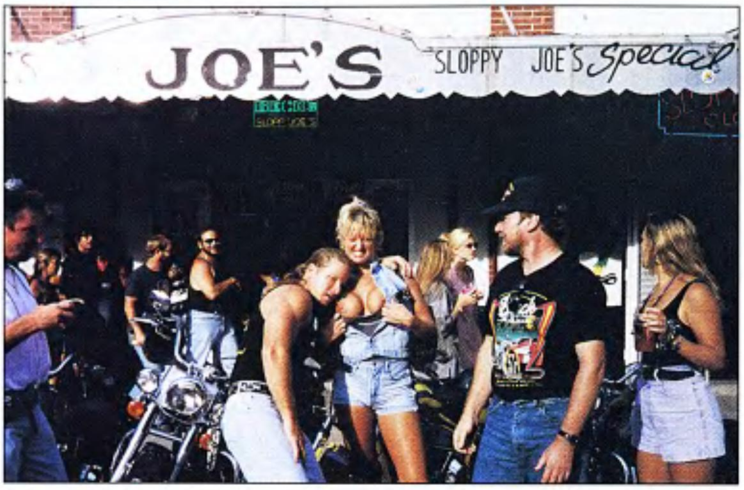
—Shelia Brannon, CMT/ABATE Hurricane Mills, Tenn.



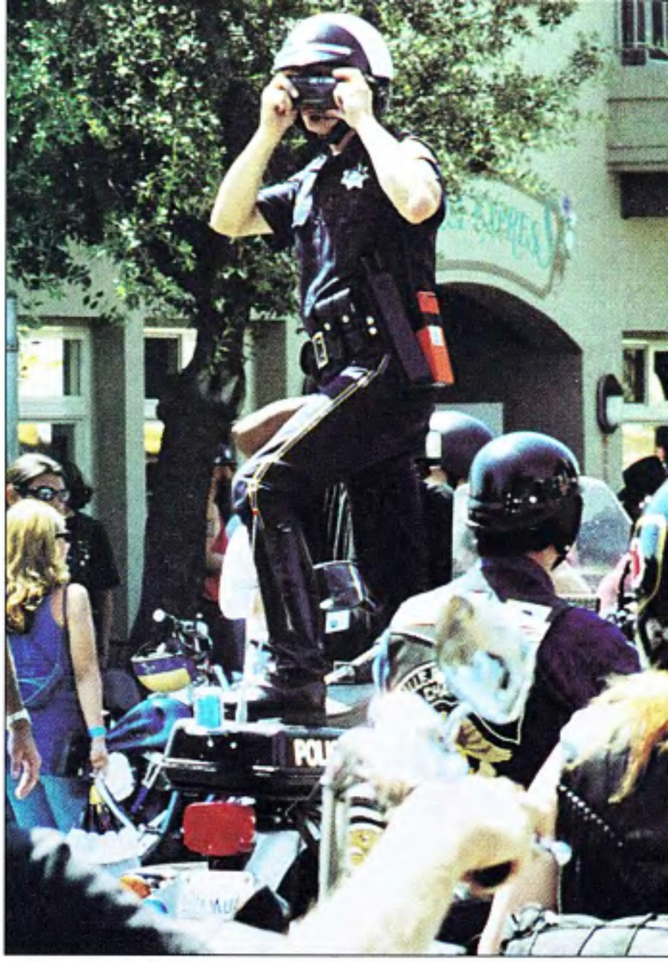
—Jim Freeman, *Easyriders* of Las Vegas, Nev.

—Astrid Rosenheimer, Aschaffenburg, Germany

—Lobo, Hanford, Calif.



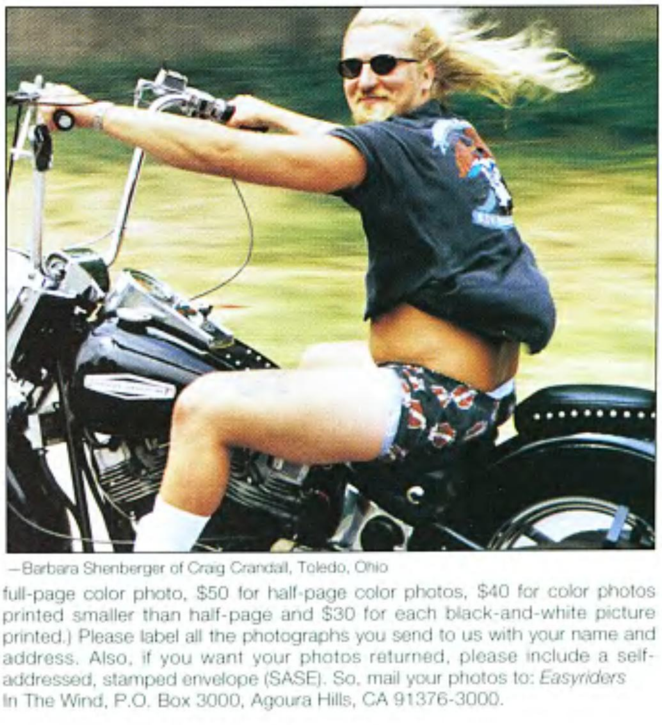
—Greg Richter, Key West, Fla.



—Li'l Ron, Hollister, Calif.

—Roberto Maggiori, Severino Marche, Italy

—Maelene's Hot Shots, Bean Blossom Boogie '96



—Barbara Shenberger of Craig Crandall, Toledo, Ohio

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints (any size) and color slides (35mm, 2-1/4, 6 x 7, or 4 x 5). Whether it's the exhilaration of a dude and his chick flyin' down the road, the let-it-all-hang-out exuberance of a biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. (Oh, yeah—we now pay $100 for every full-page color photo, $50 for half-page color photos, $40 for color photos printed smaller than half-page and $30 for each black-and-white picture printed.) Please label all the photographs you send to us with your name and address. Also, if you want your photos returned, please include a self-addressed, stamped envelope (SASE). So, mail your photos to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000.

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Easyriders
IN MEMORY
LT.COL.
'SMILIN' JACK POTTER
U.S.A.F.

Now don't get me wrong. I'm all for modern miracles, rocket science, and the World Wide Web. But just for a moment, flash back in time. It's 1957. Elvis croons, tailfins sprout, and the motorcycle that's just now downloading itself into your browser display rolls off the lines at Juneau Avenue—still wet behind the barrels from assembly lube. It was a

FORTY YEARS NINE LIVES

N.J. Biker/Builder Turns Back Time

watershed epoch for Harley: the last vintage of rigid rears, and one of the only with the legendary straightleg frame.

OK, now set the dial of your time machine to 1971. Muscle cars are getting EPA-mandated Alzheimer's, the Beatles are has-beens, but big bikes are booming. That same Panhead has just turned teenager in the Chopper Era. With flashy flames, raffish fishtail bark, and foot-over forks, it cruises the Jersey hot spots till the wee hours.

But now it's back to the future. The millennium seems like it's the day after tomorrow, and anything created in 1957 is either buried, banished or in full-blown mid-life crisis. How about that Pan? It still has the body of a teenager, and with flashy flames, raffish fishtail bark, and foot-over forks, it continues to cruise the Jersey hot spots till the small hours.

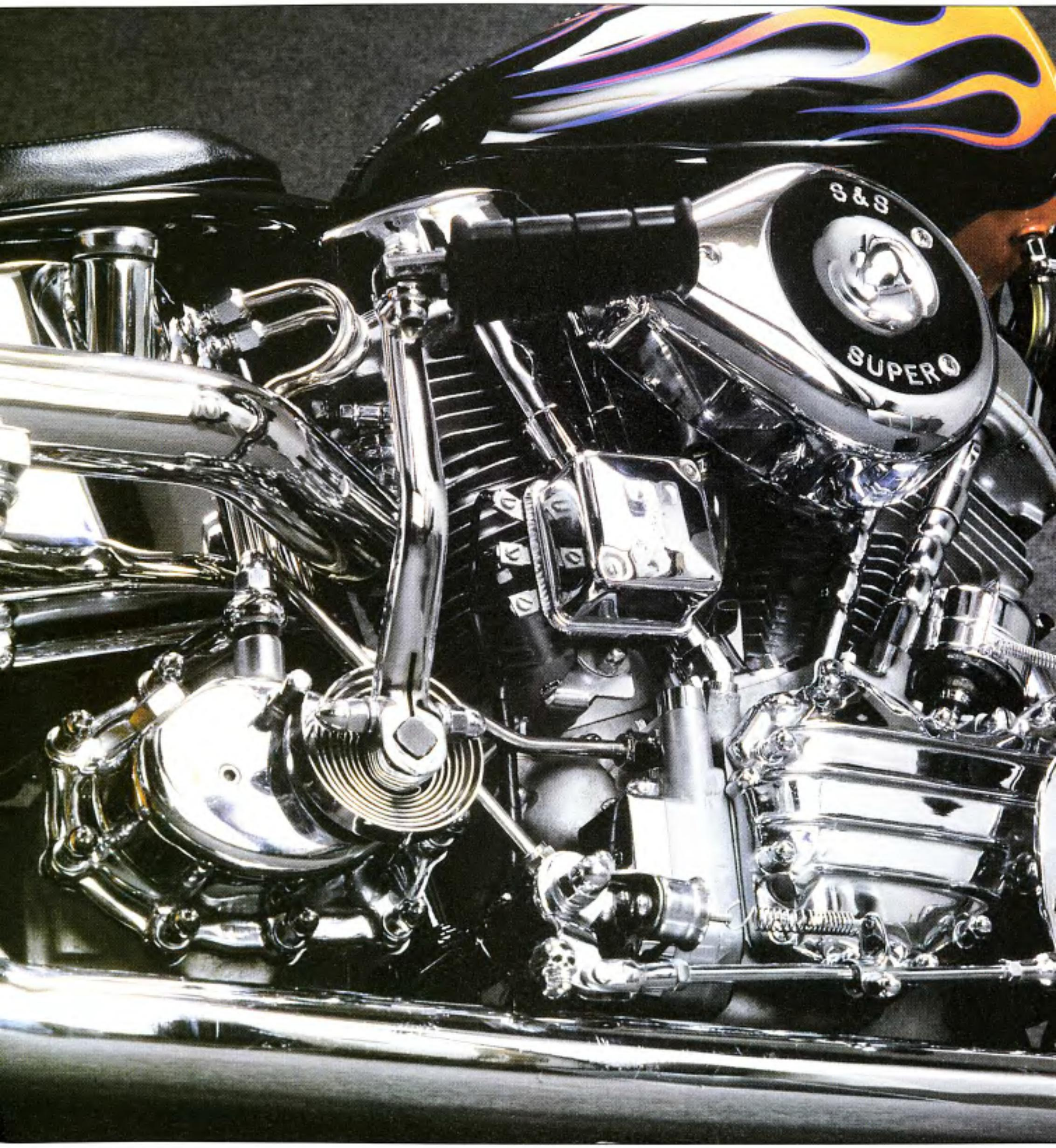
Huh?

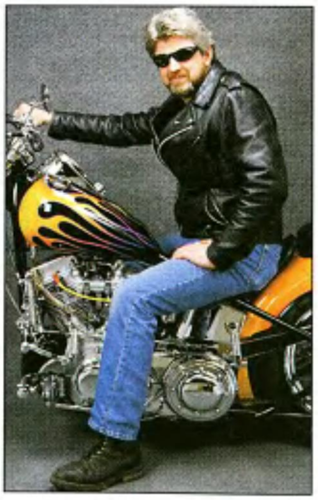
You can credit this →

apparent and miraculous defiance of time to a down-to-earth and dedicated man named Ed "Wags" Wagner. And he did it the hard way, for this machine is no mothball garage queen. Four decades and nine lives of hard riding have rolled under its Avons, Goodyears, Continentals, and Pirellis. Ed, himself, has brought it back from the dead at least twice. First, from neglect and decay under a hermit's leaky porch; second, from a center punching by an idiot turning left in a doorslammer.

Along the way he drove the people at B&D Cycle nuts—because they had a hoard of early genuine parts to aid in the resurrection. Besides many friends like Fran and Dino, Ed also credits the master craftsmen at USA Racing. They were able to unpretzel and reconstruct that rare 1957 straightleg frame after its disastrous date with that damsel-driven Dodge. And as a bonus, they completely detailed that prized piece of tubing—the old-fashioned way, saving the lead molding.

So scroll that S-VGA display slowly from top to bottom of this Panhead period piece. What you'll get is a database of, and retro-ride through, a museum of chopper-era parts, styles and ideas. Plus, proof that, if you work at it, time travel is truly possible. —*Retro Man*





Owner: Ed "Wags" Wagner
City: Woodbridge, New Jersey

General
Fabrication: owner
Year/make: 1957 H-D
Model: FL
Assembly: owner
Chroming: Mara

Engine
Year/model: 1957 Panhead
Rebuilder: Williams H-D, Bound Brook, N.J.
Ignition: points
Displacement: 74 cubic inches
Lower end: Williams H-D
Pistons: .060 over
Cases: cherry
Heads: H-D
Cam: NOS
Carb(s): S&S Super E
Pipes: fishtail upsweeps, custom brackets

Transmission
Year: 1957/rebuilt to stock

Frame
Builder: H-D/American Cycle, Middlesex, N.J.
Type: 1957 straightleg rigid
Modifications: 3-inch stretch in lower legs, lead-filled neck, seat post, rear leg welds

Paint
Painter: Dietlmeier Motorgraphics/ Glen Design
Color/type: black/urethane
Special paint: flames, pearl overlay

Accessories
Bars: drag
Fender(s): H-D
Headlight: Bates
Taillight: catseye
Speedo: Police Special
Pegs: H-D
Electrics: 6-volt
Gas tank: 1956, 3.5-gallon
Oil tank: wraparound
Oil system: stainless lines
Seat: owner, detachable
Mirrors: only one
Grips: early rubber
Other: custom mousetrap clutch lever

Forks
Type: wide glide
Modifications: 12-over, turned legs custom fork stops

Wheels

Front
Type: 40-spoke H-D
Size: 19-inch
Tire: Continental100/90
Brake: drum

Rear
Type: 40-spoke H-D
Size: 16-inch
Tire: Continental 140/90
Brake: drum

Photos: Jake

DECEMBER WINNER

Way down south in the Georgia pines resides a sweet little featherwood who is keepin' the forest on fire. Sparks of sexual tension fly off the tanned, firm body of Teddy, this month's winnin' woman. It's a good time to pull out all the South's risin' puns we've had locked up in deep storage, just waitin' to escape and make ya groan. Teddy's got the kind of shape we'd all like to get in, and she also possesses the gumption to get her own ride, a '94 883 Sportster. For sure, a lot of Rebel yells are barkin' through the breezes all across the Peach State, as bros try to track down this doe-eyed brunette babe. The legendary sticky humidity of Georgia would be a cool mint julep compared to the heat we'd like to generate with her when Teddy gets gyratin' on stage. We got these urges while checkin' out the film we received from Bill Ellis after his photo shoot with her on Ben Brown's slammed Heritage on page 92. Now you can.

—Loudmouth

My first ride was truly a turn-on, with the wind blowing through my hair. I couldn't believe the rush of a natural high. Lessie, New Jersey—#501

My uncle had bought his first Harley, a beautiful red one with lots of chrome. I had to have a ride, even around the block. Dawn, Indiana—#502

My first ride on a Harley was around Big Bear Lake, Calif., in the summer of '89, on a full moon night. It was perfect.
Dawn Davina, California—#503

That first ride was a shit scary experience. But I love the wind going through my hair. I love it!
Susan, Florida—#504

My first ride on a Harley was to the heads during Sturgis—200 miles of throbbing power between my legs.
Mary Jane, Texas—#505

My first ride was when I was 17, on my uncle's '66 FLH. I was raised on Harleys and will someday own my own.
LaDonna, Arkansas—#506

FOX HUNT

Ladies, make $500 by being selected the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote. It's up to you to decide which luscious lass gets to share her wares with all of bikerdom in an *Easyriders* feature. So grab a pen and a postcard and vote!

Okay, bros, here's a chance to share your favorite hardbelly with all of bikerdom on the pages of *Easyriders*! We're hunting for the foxiest, real-live, bike-lovin' ladies to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get $150 for sending in the photo; the cutie gets $350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole $500!) We'll even throw in round-trip airfare and deluxe accommodations at a hotel Spider doesn't know about (or isn't allowed into) and maybe—just maybe—even a ride on one of our Hogs.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders.*

Applicants must be 18 years of age or older to be considered. The following documents are required for each Fox Hunt entrant:

1. Entry photos (nude). No Polaroids!
2. The release form on this page signed and a photocopy of model's driver's license.
3. A photograph of the model holding the signed release form and her driver's license.

Ladies, one last favor. In your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page

Photographs must be black-and-white prints, color prints, or color slides—no negatives, and no Polaroids. And, sorry, absolutely no photos can be returned without a self-addressed stamped envelope (SASE); all entries become the property of *Easyriders*.

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it in to #299 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

Here she is, bros, the January 1998 winner in our monthly Fox Hunt, Tracy, #103, from Boca Raton, Florida. See more of her next issue.

For this issue, you can start sending in your votes beginning April 1, 1998.

Like we say, it's easy. Just look over the luscious ladies, note the name and number of the fox who entices you the most, and vote. If you're not into her comments about our lifestyle, you can vote for another girl.

The voting deadline for this month's colorful crop of cuties will be April 30, 1998.

We will print the winner in the September 1998 issue.

FOX HUNT
P.O. Box 3000,
Agoura Hills, CA
91376-3000

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I hereby give *Easyriders* magazine, its successors and assigns, and those acting under its permission or upon its authority, permission to copyright and/or publish any photograph of myself with or without using my name, and to keep changes in or additions to such photographs, portraits, in such manner as shall seem proper to their use. I also understand that editorial matter will accompany these photos. I certify that I am of full age (18) and am possessed of full legal capacity to execute the foregoing authorization.

I further agree that if I am selected, that for valuable consideration this will serve (along with other model releases I will sign) as permission to publish photos from the *Easyriders* photo session.

Model's Name ______________________

Address ______________________

City ____________ State ________ Zip ________

Daytime Phone ( ) ________ Evening Phone ( ) ________

I am _____ years of age, born ______________________

I will pose Full Nude ______________________

Model's Signature ______________________

Photographer's Name ______________________

Address ______________________

City ____________ State ________ Zip ________

Daytime Phone ( ) ________ Evening Phone ( ) ________

Photographer's Signature ______________________

Don't forget to vote! These girls are depending on you!

Send a photocopy of your picture I.D.that shows your signature and photo.

In the space below, or on a separate page, tell the staff about your first ride on a Harley.

____

____

____

ADVERTISEMENT

The answer to every Harley riders biggest frustration...

"How To Service And Repair Your Own Bike And Save Thousands Of Dollars And Time Using The Factory's Own Guarded Insider Secrets, Revealed In New Video Kit!"

Discover what 1,137 other riders have already found out...How to keep more cash in your pocket and spend more time on the road with these best kept secrets of the Harley industry NO ONE ELSE will tell you...Factory trained and certified PHD veteran tech tells it all and GUARANTEES that ANYBODY can easily do these proven methods or you'll get paid $10 for wasting your time!

Dear Frustrated Harley Rider: If you're fed up with spending so much of your hard earned money and time keeping up with the service and repairs of your ride... keep reading this article! If you're tired of having smoke blown up your shorts by so called experts and having dealers and repair shops holding on to you where it hurts, you're about to discover the art of keeping your bike in top running condition ALL ON YOUR OWN!

After being involved with numerous dealerships and repair shops for over 25 years, Mike Matthews and his partner, Red, a factory trained, certified, PHD tech, know that the biggest aggravation for Harley riders is that...

Costs Of Servicing And Repairing Harley's Keeps Going Up And Up!

And if you're like most riders, you bought that beautiful American V-twin for one reason... To get in the wind and listen to that sweet roar while you straighten out a piece of highway... Not so you can spend days, even weeks, waiting around for it to be repaired! And you probably didn't buy it so you could spend tons of money having it serviced either, did you? Well, like it or not, owning a Harley does require service and repair, but now...

You Can Kiss The High Costs Good-bye With These Inside Secrets!

Most Harley riders want to handle their own service procedures and minor repairs on their own bike...but don't! The truth is that you keep going back and forth to the dealer or repair shop and end up having to work around their schedule which doesn't always jive with yours. Then you end up handing over a nice piece of change for whatever it is you're having done! It's the same drill over and over and all it does is aggravate the hell out of you, but you keep accepting...

The Greatest Myth In Harley Service And Minor Repair!

This point is the most important message for any Harley rider who truly wants to save hundreds, even thousands, of dollars in keeping your bike in tip top shape, and NO ONE tells you about it! Once you get this simple concept, you'll be able to repair and service your own bike, IMMEDIATELY! See, the bottom line of this whole idea is simple: **How Do You Keep Your Bike Running In Top Notch Dependable Condition Without Breaking The Bank And Losing Valuable Riding Time?**

Just take a minute and think about what options you have when it comes to service work or minor repairs: 1) You can head back to the dealer, work around their schedule, and pay their steep rates.2) You can go to an aftermarket repair shop, still pay top prices, and run the risk of not having the work done by a qualified factory certified mechanic. 3) You can have a so called "expert" from the local watering hole do the work for you in his backyard. 4) You could set aside a year or more of your life to attend MMI while you lose your income and $13,000 plus for the training! Or, you can choose the most sane, safe, fun, and moneysaving route of...

Quickly And Easily Learn How To Do Your OWN Service Work And Minor Repairs, At Home, In Less Than 48 hrs...Guaranteed!

That's right! You can become YOUR OWN EXPERT MECHANIC by learning the industries insider secrets, straight from the factory, in less than two days! All you have to do is kick back, watch, and learn from this power-packed, detailed video package that explains...

Everything You Should Know!

You can finally get rid of the frustration that comes with having someone else work on your bike...and have fun easily doing it yourself! Now you can have the knowledge and confidence to take full CONTROL of your bike and have the freedom to do your own service work and minor repairs and save yourself a ton of money and time! You'll learn things like:

* How and what to check at your different service intervals
* The real truth about what oil you should use... and what you should avoid like the plague and why!
* At a glance, you'll immediately know simple and easy ways to deal with oil changes!
* Unlike the factory manuals, this video is easy to understand and the techniques are easy to apply...anybody can do it!
* Little known information about the extended warranty.. what the industry really doesn't want you to know!
* Clean, easy tricks for servicing your front ends and wheel bearings and what to watch out for!
* How and why the proper adjustments on your chains and belts...How it affects the entire performance of your bike!
* What to lube, when, with what, and how!
* The most over looked little things that need your attention the most to avoid ongoing, future money sucking problems!
* You don't need any mechanical experience...just watch TV and go for it!
* How to make your cables last forever!
* Simple method for keeping your clutch like new!
*Unheard of tricks of what to look for when servicing your brakes and what NOT to do!
* You'll not just know how, but more importantly why you do these service items a certain way and the *correct* procedures no one's ever explained to you before! Just like the Pros!
* Plus dozens of tips, techniques, and factory proven strategies to keep your machine running like new and saving you tons of money!
* That's just the tip, there's much, much, more!

Anyone Can Do This!

Here's the deal: If you're looking to build some kind of tire smoking, fire breathing, pavement pounder, forget it! But, if you're looking to save yourself a ton of money and enjoy the confidence that comes with being in full control of your bike, this is it! In the first few minutes, you'll know why the industry doesn't want you see this revealing information! With no B.S., you'll see nothing but the simple truth to servicing and

"I can't tell you how good it feels to be doing all my own work! Thanks for a great easy to understand package. It's everything you claim it to be and more! **Kathy T. CA**

I'm very impressed with your VTR Systems package and the KICKSTAND newsletter. Thanks for putting together such a great product and publication! **Dallas B. HI**

When I read your ad, I thought, WOW, this is worth a try and it was! Thanks and keep up the good work! **Jack C. FL**

I really enjoyed watching the tape package. There's a lot of real good info in there and watching the procedures from all the different angles is well worth it! **Curt V. TX**

This is really a great idea and product and I enjoy all of the information I get in your KICKSTAND newsletter. I'm hungry for more!

Steve A. FL

fall victim to high costs again!

You'll see and hear Red who knows more about factory proven techniques than all the repair shops put together! He'll guide you every step of the way even if you have no experience or even THREE THUMBS! Anybody can do it!

An Incredible Offer For You!

See, Mike and Red don't want you to feel uncomfortable about buying this video through mail order since you don't know them yet, so their offering a NO -RISK, IRON-CLAD, *MORE* THAN YOUR MONEY BACK GUARANTEE! If you don't truly feel that they've taught you the little known secrets to servicing and repairing your Harley, and the TRUTH to saving yourself money and time... just send it back within 60 days, and you'll get a complete refund plus $10 to boot! They've already shown 1,137 other Harley riders these straight from the factory techniques, so they're not worried! Also, to help you make up your mind, You'll get a FREE book that explains everything in the video, all the instructions, step by step procedures and illustrations, so it makes learning that much easier! And, they're sending their subscribers the *KICKSTAND* newsletter,(full of money saving stuff) a $49 value, FREE for 1 year! How can you say no?

Order Now!

The no-risk video kit is only two payments of $47, plus $6 shipping/handling (USA orders) The book is FREE, and yours to keep even if you send the video back! To order, call toll free 1-888-406-0988, 24 hrs! They'll get your MC, Visa, American Express or Discover info from you ove the phone and your system will be on it's way to you,shipped priority! If you want to order by check, mail your payment of $100 and a note stating"I Want To Be My Own Master Harley Mechanic" to:KAMI Corporation, 3702 South Virginia Street, Suite G12-918F, Reno, NV, 89502.

You'll love watching this system and seeing what the industry doesn't want you to see! And you're sure going to love all the money you'll save from knowing these secrets! Call NOW and end high

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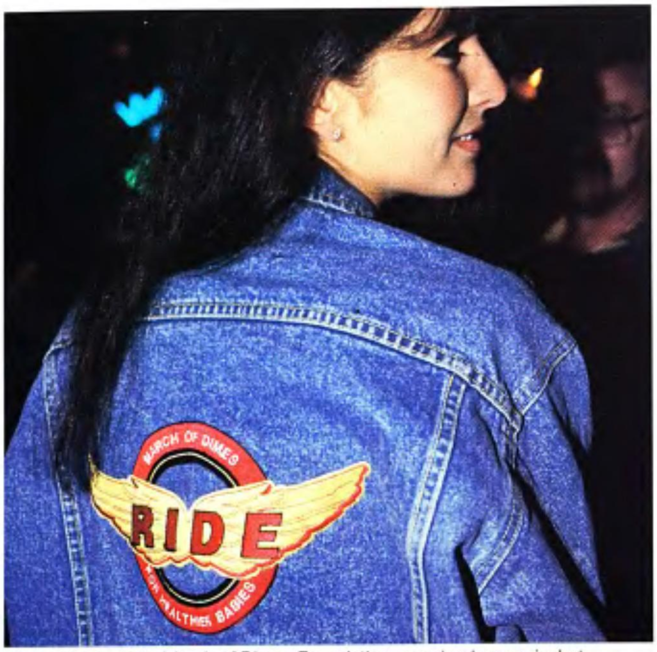
Rockin' and Rollin' For Healthier Babies

Atlanta's Ride Benefits Our Youngest Ones

Steven Tyler and Aerosmith rock the crowd at the Atlanta March of Dimes Run.

Dolly and Molly may be leading the way to ovine perfection, but the cloning of humans is — we can only hope — still a few years away. And until we all start coming out of that cookie cutter from hell, we frail humans are doomed to suffer from a multitude of afflictions and imperfections, some worse than others, and some downright debilitating. The weapons in our battle against disease and sickness are still science and medicine. But unless you live in one of those ghastly socialist countries where they disperse "free" medical care (with a smile and swift kick in your overtaxed groin), being sick can be expensive as hell.

Bikers have been combating this wallet-draining nemesis in simple, yet ingenious ways: by pulling together and helping those who need it most. And among those in need, by far the most helpless ones are without a doubt our babies.



Nancy Floyd of the March of Dimes Foundation, wearing her run jacket.

For some reason, bikers seem to recognize this more than the average Joe, because if you look at all the rides and motorcycle events benefiting our children, they seem to outdo straight Joe by about a mile and a half. No wonder that the March of Dimes Foundation called upon these knights in shining black armor and their iron steeds once more to come through for our children.

More than 6,000 of our leather-clad brethren showed up last September 26 through 28 in Atlanta, Georgia, to participate in the 6th Annual Atlanta March of Dimes Ride for

Pre-Ride Rally hall.

Healthier Babies. And what a party this turned out to be! On Friday, September 26, 1997, the kick-off party started at 7 p.m. and raged until almost midnight at the All-Star Sports Bar. There were lots of celebrities on hand and a live auction was held. Grand Marshal Erik Estrada, of *CHiPs* fame, and Ellis Edwards of *Baywatch* auctioned off some of their television memorabilia, including Pamela Anderson Lee's life preserver (which by now probably has been licked to shreds by its current owner). Following the auction, the sexy World Championship Wrestling (WCW)

Above: Boss Hoss V-8 bike. Right: Ride participant; Erik Estrada and Billy Stevens.

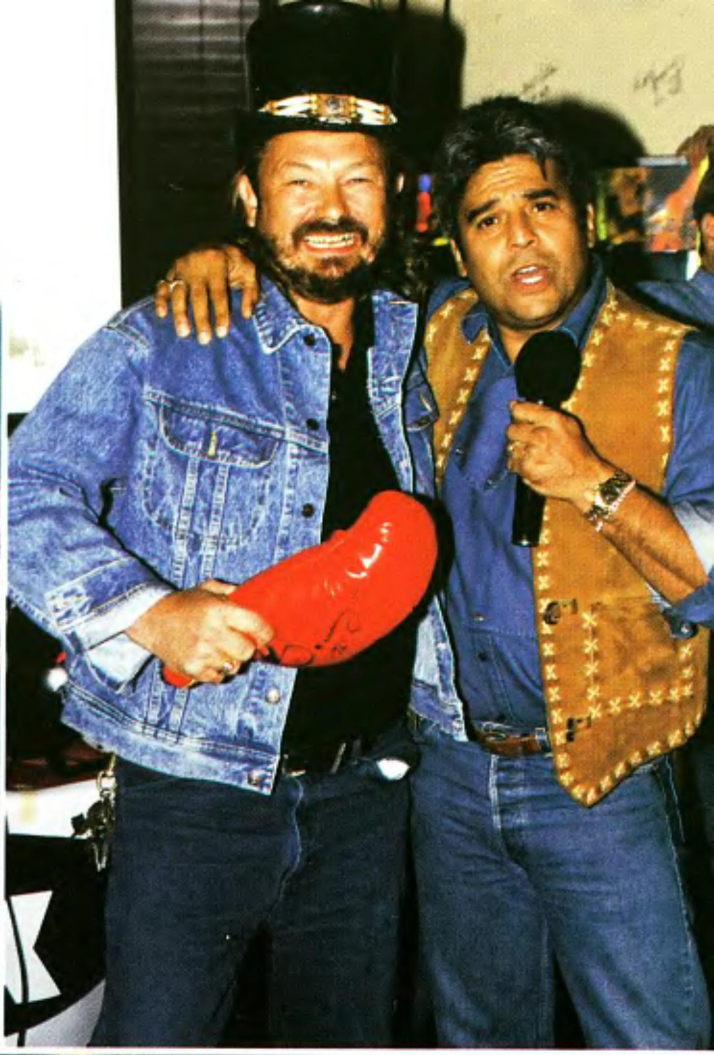
Nitro Girls strutted their stuff, while the temperature in the bar escalated noticeably.

Those who'd rather listen to some good music putted over to the Chastain Theater, where Steve Winwood served up some of his great tunes. While the concert-goers usually bring baskets of wine and cheese to the various performances at this theater, the going fare at this one was saddlebags of beer and Southern fried chicken.

Early Saturday, folks started gearing up for the pre-ride rally at the Lakewood Exhibition Center. There were tons of

Above: (from left) St. Holmes, Floyd, Morse, Pitts, Gillian. Right: Aerosmith.

vendors of fine biking gear and accessories, as well as a bike show. JB Walker and his Cheap Whisky Band were playing some down-home blues, and the breakfast beer was particularly invigorating that morning. After a day of endless sightseeing and other activities, everyone headed to the Lakewood Amphitheater for one of the highlights of the weekend: an Aerosmith concert. Besides all the classics like *Back In The Saddle*, they floored the crowd with a whole bunch of tunes from their new CD *Nine Lives*. And as if that wasn't enough, after the concert, there were not one →



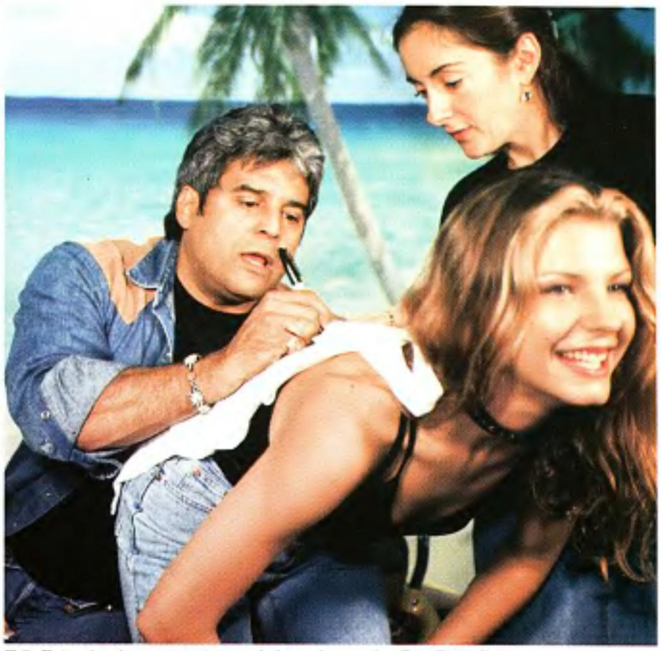
WCW Nitro Girls at the All-Star Bar.

but two after-hours parties at the Longhorn Steakhouse. There, everyone could talk to and have their mug shots taken with some of the celebrities attending the ride, including Erik Estrada, Ellis Edwards, Derek St. Holmes (of the Ted Nugent Band), Steve Morse and Ian Gillian (of Deep Purple), all of the Georgia Satellites, singer Caroline Aiken, stuntman Todd Seely (who holds the record for the longest distance motorcycle jump—246 feet), Atlanta Falcon John Burrough, pro wrestler Rick Steiner, the WCW Nitro girls, country western star T. Graham Brown, and singer J.B. Walker.

Hanging out at the All-Star Sports Bar.

Although the weather on Sunday morning was dismal, the March of Dimes Ride For Healthier Babies was a huge success. The original 60 miles of the route were modified due to heavy rains, but all other events proceeded as scheduled, including a concert with Rhonda Would and J.B. Walker, a fried chicken lunch sponsored by Church's, and an awards ceremony.

Despite all that partying and having a helluva good time, the main reason for this gathering was not forgotten. John Woodruff, chairman for the Ride For Healthier Babies, and



Erik Estrada signs an autograph for a fan at the Pre-Ride Rally.

Brian Ziegler, state director of the March of Dimes, held the check presentation ceremony. They collected more than $350,000 over the weekend, and all proceeds will go to two designated projects aimed at preventing birth defects and infant mortality. The Home of New Beginnings will serve as a resident treatment home for at-risk mothers and their infants, while Baby Mobiles is a rural prenatal transportation program, which will drive mothers and their babies to well-care facilities.

If you missed last year's big bash in Atlanta, no need to

Photos: Mark Langello, Darin Jole

Above: Celebrity photo op. Right: Brad Whitford, Steven Tyler, Joe Perry.

worry—this year's ride is already well into the planning stages and will take place September 25 through 27. So if you want to come out, have some fun and do a good deed at the same time, don't be sheepish about it, come hang with the hawgs.

For more information about the March of Dimes Ride for healthier Babies, call the March of Dimes Birth Defects Foundation at (404) 350-9800 or the Lakewood exhibition Center at (404) 622-4488.

—Red Baron

THE GHOST

"Oh, maaaan ... I'm about to get married and I got a feelin' my wife ain't gonna like this a bit!"

You want to talk to who?" The sultry Southern accent breathed through the phone line, causing a meltdown so great, I almost forgot who I was calling in the first place. However, being the dedicated journalist that I am, I sprung right into action, at least something did anyway.

A Friend In Need ...

"Well, at the moment, I'm perfectly happy talking to you. What did you say your name was again?" See? Respected, dedicated journalist.

"I'm sorry, Sugah. Mister Brown is not available today. Do you want to leave a number?" Hell, yeah, I wanna leave a number! I can definitely feel the South risin' now!

"Ya, know, after you give this to Ben, feel free to use it yourself. Hello? Hello?" Yeah, well, guess I gotta work on them "interview" skills a little.

It took a while to get ahold of the owner of this interesting ride, and once I did, it was hard gettin' him off the phone! I mean, it was kinda →

Easyriders

Easyriders

an interesting story and all, right up until the time I told him we were using it to showcase this month's Fox Hunt winner, Teddy! "Oh maaaan," he drawled, "I'm about to get married, and I got a feelin' my wife ain't gonna like this a bit!" After convincing him that this would be a "good thing" for his new relationship, I wasted no time in gettin' this bike to our photog and Teddy before the shit hit the fan. I figured the best thing to do was ask him all about his ride, to keep his mind from, excuse the pun, goin' south on me.

Seems Ben has been working at this Toyota dealership for 20 years. He started by washing cars and has since worked his way up to general manager of the dealership. In all that time he desperately wanted a show bike and finally got his shot in 1993, when he bought this Heritage. He put about 20,000 miles on her, and then got the customizing bug. He had the bike painted as soon as he bought it, and didn't want to change the paint job. "All I wanted to do was change the fenders, and everything got outta hand after that."

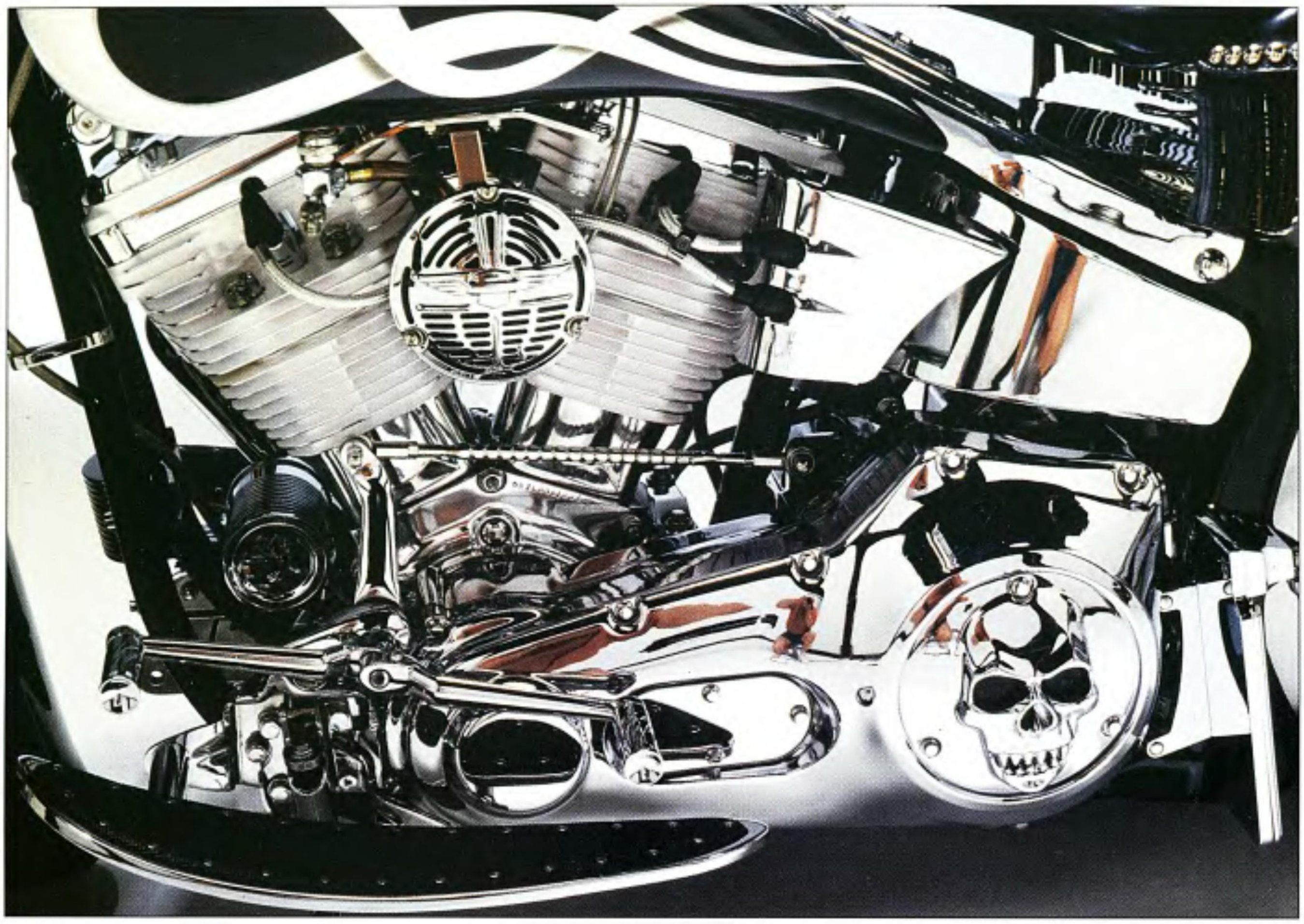
He and Dickie, owner of B&M Cycles, tore the bike down, "Then all hell broke loose," Ben said. They decided to send all the parts out to be customized, polished, and chromed. "We literally had parts all over the country!" Then the unthinkable happened. Goin' home from work one day, Dickie got himself involved in a major fender bender, with his son on the back, that landed the whole project on hold for six months. Ben was just beginnin' to tell me the story when I heard a strange comment in the background. "Who's going to be posing on our bike?" The female voice sounded beautiful, but I could tell the whole shoot was about to go into the crapper. All was not lost, however. Out of the blue, Ben blurted out, "Honey, let's not wait any longer! Why don't we run off and get hitched and avoid all the hassle?" Wow! Way to bite the bullet and save the shoot, Ben! Sensing things had calmed down in the Brown household, I continued with the interview and got everybody's mind back on track. All of Ben and Dickie's friends chipped in and rebuilt the bike into what you see here.

Check it out, and you'll notice that the front fender was cut so that the front brake sits inside the fender, and the rear brake was installed so that it is hidden under the fender. All the fender tabs were shaved off so all the hardware would be hidden, and you almost can't tell if this scoot has a swingarm.

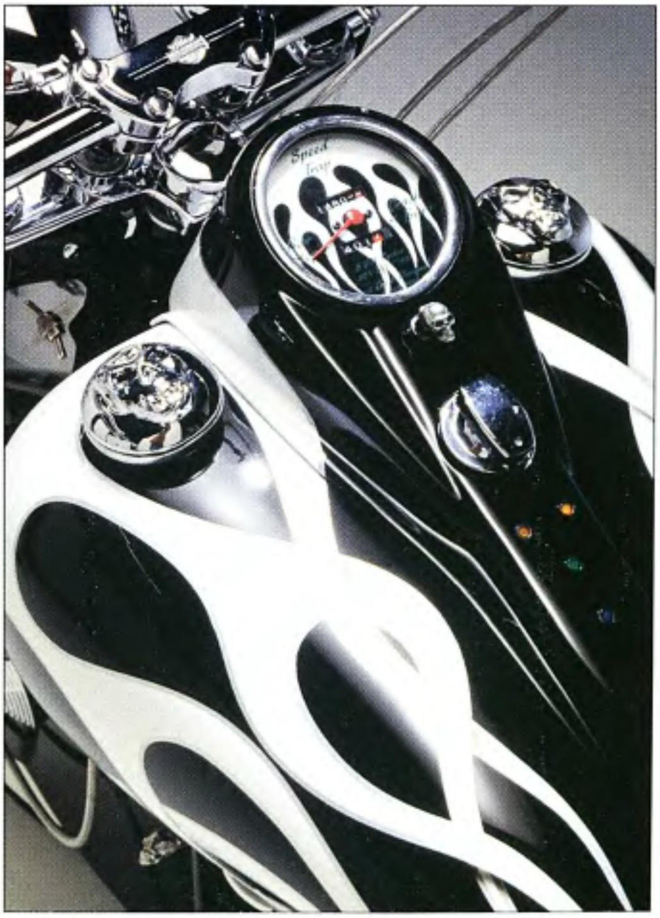
"The one thing I really regret about this whole project," he said, "is I wish I hadn't gotten carried away; it took all the fun away from ridin'." Don't feel too bad for him, though; he bought a '96 Road King to help with his grief, and the bike *is* for sale. He sounded like he was winding down, when he blurted out, "Oh, yeah, please don't forget to mention my new wife, DeAnna! Gawd, if it weren't for her patience we wouldn't be able to do this shoot today!"

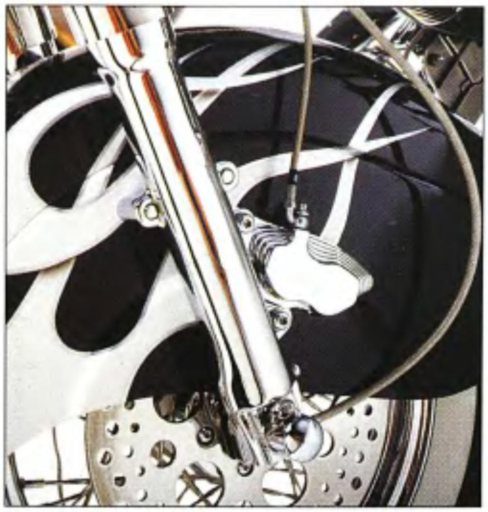
I didn't have the heart to tell him that the lovely Teddy had already finished, had gotten dressed, the lights had been turned off, and everyone was wrapped up and ready to go.

—Oil Can



The Ghost





Owner: Ben Brown
City: Myrtle Beach, South Carolina

General
- Fabrication: B&M Cycles
- Year/make: 1993 FLSTC
- Model: Heritage Softail
- Value: $38,000 (for sale)
- Assembly: Tim Rogers, Dickie Martin
- Chroming: Brown's Plating

Engine
- Year/model: 1993 Evo
- Rebuilder: B&M Cycles
- Ignition: Screamin' Eagle
- Displacement: 80 cubic inches
- Lower end: H-D
- Pistons: stock
- Cases: H-D
- Heads: H-D
- Cam: Andrews
- Carb(s): S&S Shorty E
- Pipes: Samson
- Modifications: engine cylinders de-finned Andrews lifters, S&S air cleaner

Transmission
- Year: 1993
- Modifications: polished

Paint
- Painter: East Coast Design/Billy Hudson
- Color/type: black/PPG urethane & House of Kolor
- Special paint: white flames

Frame
- Year/builder: 1993 H-D
- Type: Softail
- Modifications: powdercoated, fender struts removed, swingarm painted to match fenders

Accessories
- Bars: old-style FL bars
- Handlebar controls: Beyond Bolt-On
- Fender(s): Indian-style, hidden front and rear mounts cut out of fenders for brakes
- Headlight: H-D
- Taillight: teardrop
- Speedo: East Coast Design
- Pegs: Banana Boards/Ness
- Foot controls: H-D
- Gas tank: Tom's Kustom Tanks
- Oil tank: custom
- Oil system: H-D
- Seat: Marietta Vintage Cycle
- Mirrors: JayBrake
- Grips: Ness

Forks
- Type/builder: wide glide/H-D
- Modifications: lowered

Wheels

Front
- Type: H-D
- Size: 16-inch
- Tire: Dunlop
- Brake: RevTech

Rear
- Type: H-D
- Size: 16-inch
- Tire: Dunlop
- Brake: RevTech

Photos: Bill Ellis

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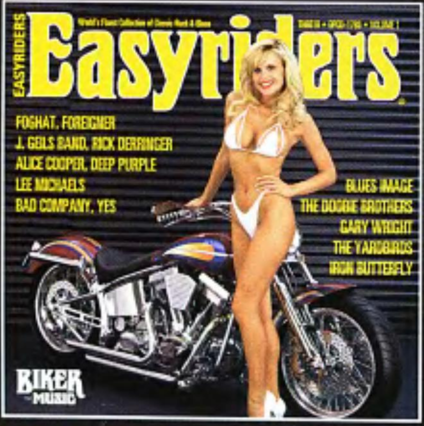

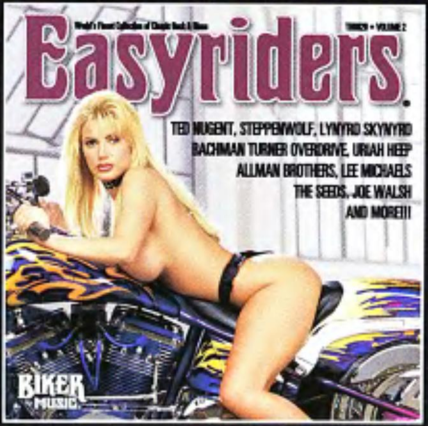

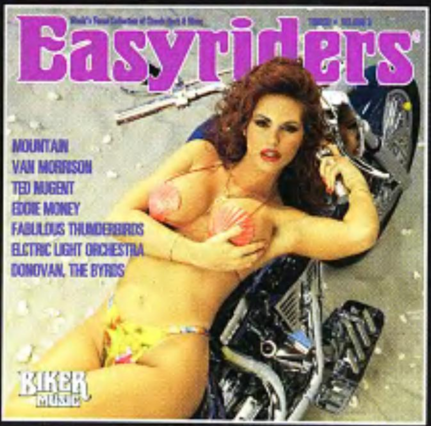

Foghat - I Just Want To Make Love To You • Foreigner-Double Vision • J. Geils Band-Must Of Got Lost • Rick Derringer-Rock And Roll Hootchie Koo • Alice Cooper-No More Mr. Nice Guy • Deep Purple-Highway Star • Lee Michaels-Do You Know What I Mean • Bad Company- Feel Like Makin' Love • Yes-Owner Of A Lonely Heart • Blues Image-Ride Captain Ride • The Doobie Brothers-Black Water • Gary Wright-Dream Weaver • The Yardbirds-Over Under Sideways Down • Iron Butterfly - In-A-Gadda-Da-Vida

Magic Carpet Ride-Steppenwolf • Stranglehold-Ted Nugent Free Bird- Lynyrd Skynyrd • You Ain't Seen Nothing Yet - Bachman Turner Overdrive • Easy Livin'-Uriah Heep • Ramblin' Man-Allman Brothers • Heighty Hi-Lee Micaels • Pushin' Too Hard-The Seeds • Somebody To Love - Jefferson Airplane • Funk #49 - Joe Walsh • Couldn't Get It Right - Climax Blues Band • Psychotic Reaction - Count Five • American Woman - Guess Who • Fought The Law-Bobby Fuller Four

Hey Baby - Ted Nugent • Mississippi Queen - Mountain • Brown Eyed Girl - Van Morrison • Two Tickets To Paradise - Eddie Money • Tuff Enuff - Fabulous Thunderbirds • Evil Woman - Electric Light Orchestra • Hurdy Gurdy Man - Donovan • Mr. Tambourine Man - Byrds • Bustin' Out For Rosey - Tommy Bolin • The Devil Went Down to Georgia - The Charlie Daniels Band • I Got A Line On You - Spirit • Panama Red - New Riders of the Purple Sage • Frankenstein - Edgar Winter • Time (Has Come Today) - Chamber Brothers

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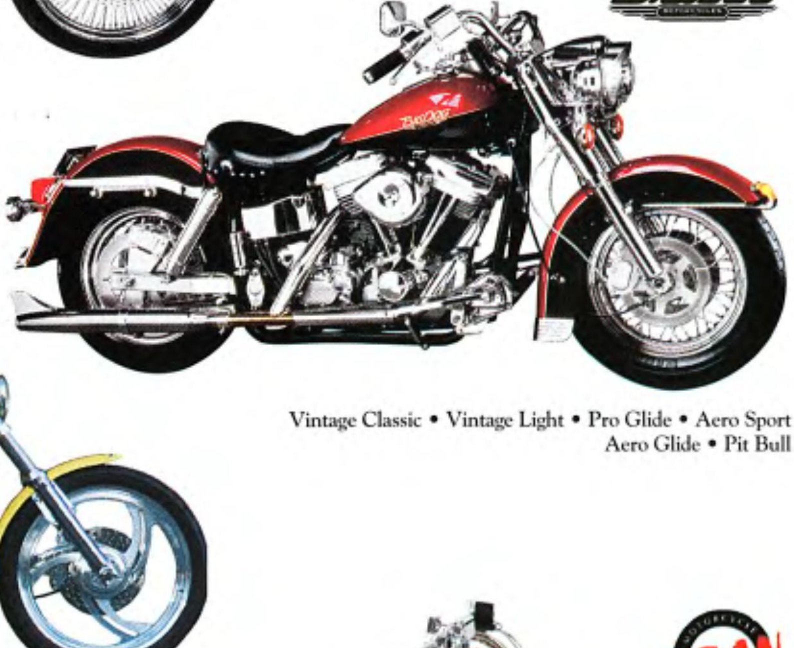

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1988 HARLEY-DAVIDSON
Stock #: 211 **Model:** FLHS **Engine:** 1340 **Color:** Brown
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1988 HARLEY-DAVIDSON
Stock # UM202 **Model:** XL8 **Color:** Blue **Mileage:** 18,638
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1952 HARLEY-DAVIDSON
Stock #: UM188 **Model:** FLH Stroker **Color:** Blue Custom
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1992 HARLEY-DAVIDSON
Stock #: UM216 **Model:** FXRS **Mileage:** 1340 **Color:** Black with flames
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1978 HARLEY-DAVIDSON
Stock #: UM182 **Model:** FLH **Color:** Blk/Purple Flame **Mileage:** 7250
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1982 HARLEY-DAVIDSON
Stock # UM183 **Model:** FXDWG **Color:** Dark Red **Mileage:** 12,220

1997 HARLEY-DAVIDSON
Stock #: UM215 **Model:** XL8 **Engine:** 883 **Mileage:** 2560 **Color:** Red

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1993 HARLEY-DAVIDSON
Stock #: UM212 **Model:** FLSTF **Engine:** 1340 **Color:** Black

1982 HARLEY-DAVIDSON
Stock #: UM144 **Model:** FXR **Engine:** 80ci shovel **Mileage:** 37,334

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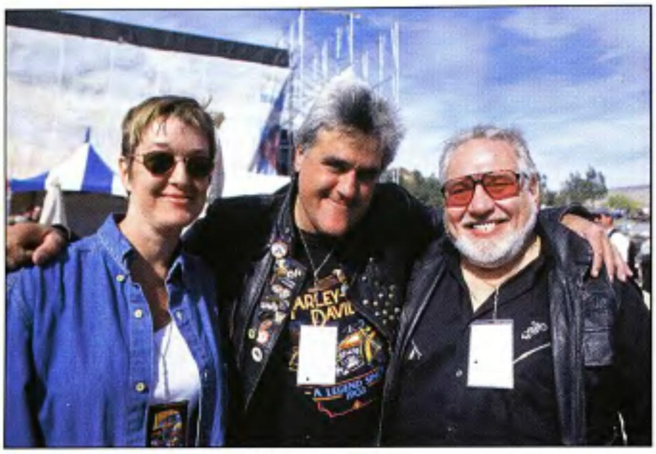
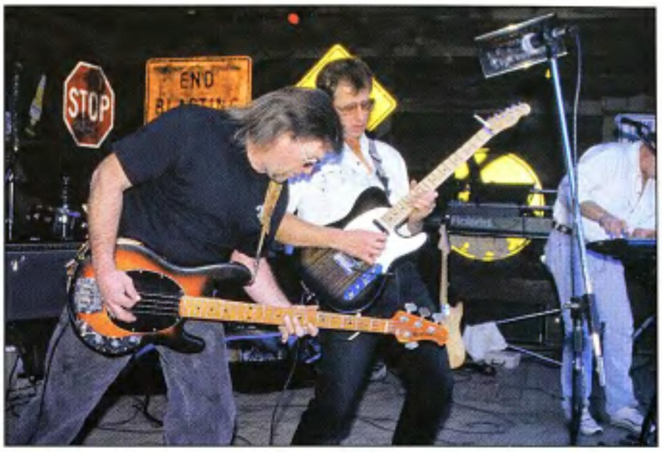
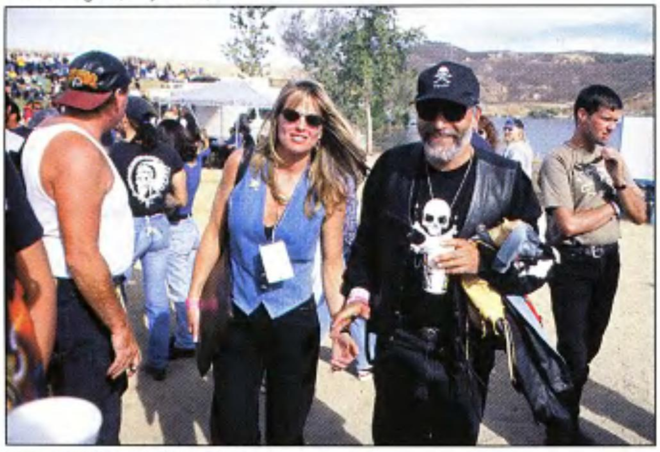
RIP'S RUN



Ellen Meagher, Jay Leno, and J.T.



Rockin' out at the Crossroads.



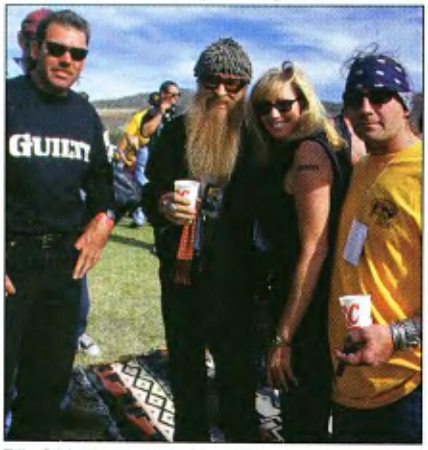
Deborah Olin and Oliver Shokouh.

Rip and the guys.

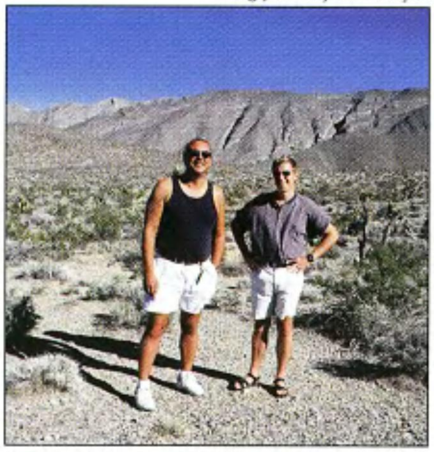
LUCKY XIV

François Schetelat doing his thing.

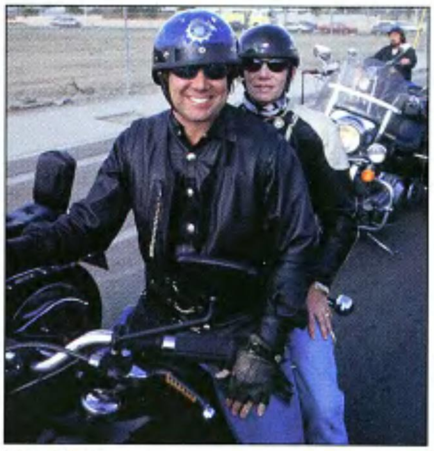
Ugly Manny on François' dresser.



Billy Gibbons and friends.

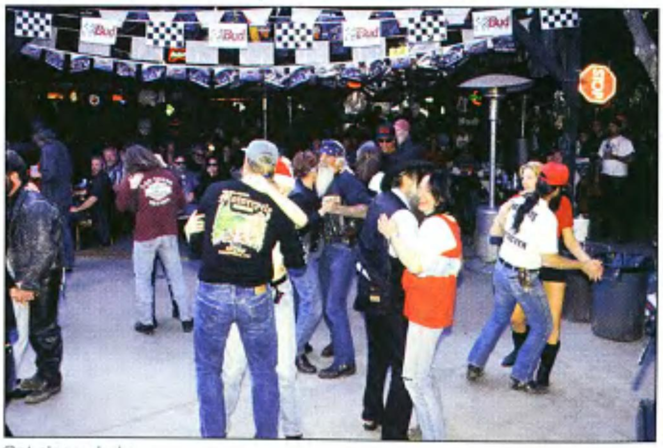


John Patrick and Lorne Smith in the desert.



Hi ya, Vinnie.

Chowin' down at the Crossroads.

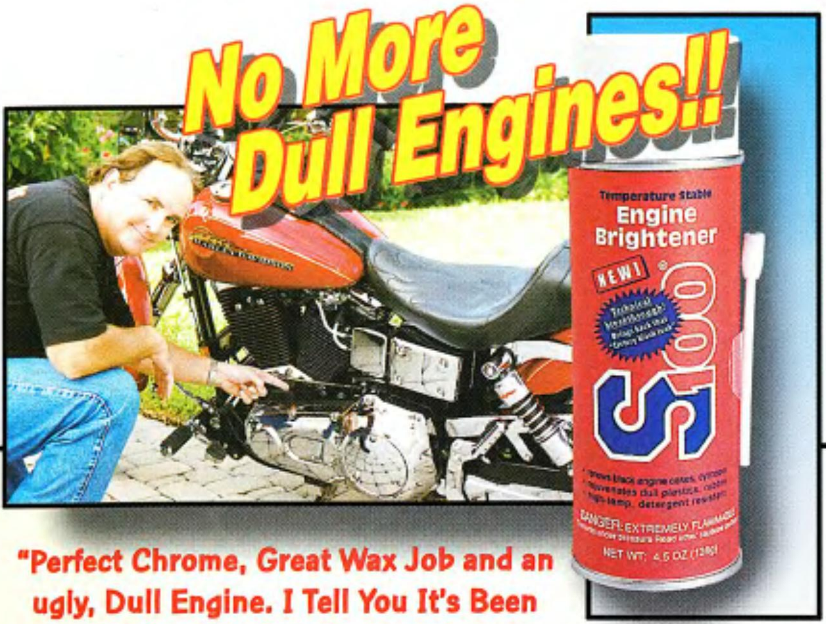


Get closer, baby.

Howdy, hope you had a good holiday season and all is well with you and yours. This column is coming to ya from my neck of the woods—that being Southern California and the greater L.A. area, in particular. I came home to spend time with my family during the Christmas holidays and to attend the 14th Annual Love Ride, which took place Sunday, November 9, 1997.

The principal sponsor is Glendale H-D in Glendale, California. Oliver Shokouh is an old line dealer and has been around at the present location for many years. In other words, he didn't just buy in—he's been there for his customers for more than 22 years. They have anything you might want for your bike on hand and can take care of your every need, bike-wise, in riding gear. Oliver is mostly known for supporting this MDA benefit, but I personally know that he takes part in much more than just the Love Ride throughout the year. He →

No More Dull Engines!!



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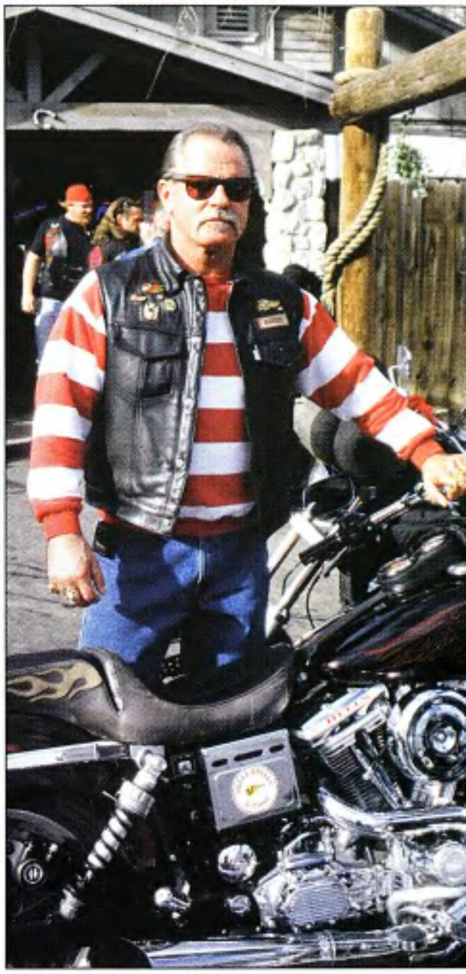
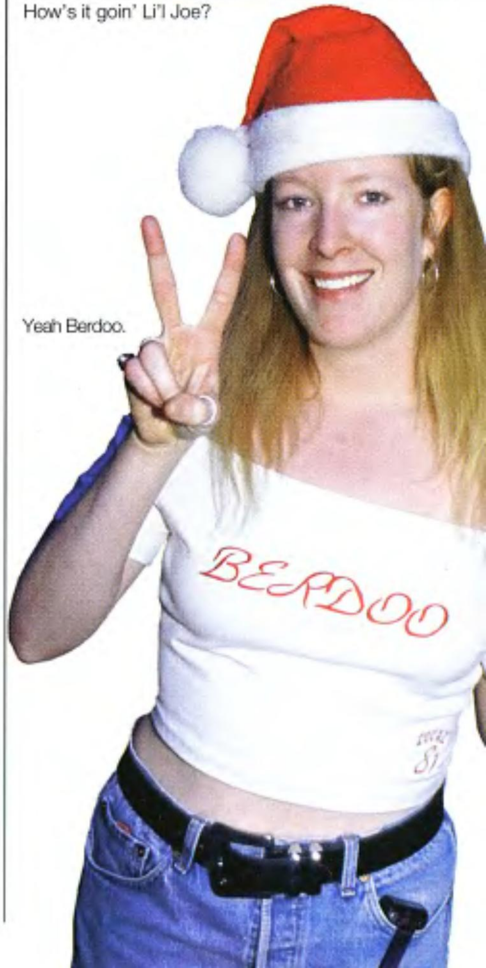
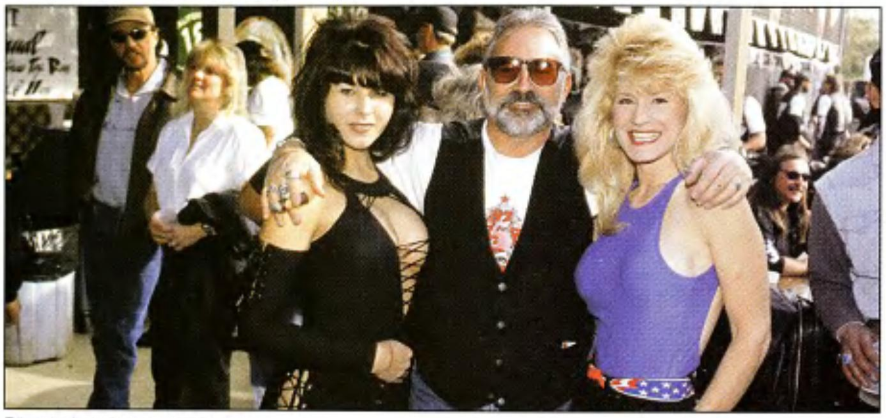


How's it goin' Li'l Joe?



Yeah Berdoo.

Harley-Davidson execs with Rusty Tinsley.



Biker babes at the Crossroads.

and his people do one hell of a fine job in keeping the wheels turning on this, the largest one-day MDA fund-raiser in the nation. Once again, bike riders grossed over a million big ones for the MDA.

The Love Ride has grown from a one-day biker function to a three-day party. Billy Grillo, a 15-year Grateful Dead drum tech bro, rode down from Santa Rosa, Calif., to run around with me and check it out. His main putt is a modified 1986 Low Rider; I rode Baby (my '88 FLHS) so I could pack my camera gear. We had a blast—ya had to be there. Friday evening we rode over to the House of Blues on Sunset Boulevard in West Hollywood to catch the official pre-Love Ride 14 party, with Eric Burdon and Robben Ford.

The parking lot behind the House of Blues was really Ugly because there were lots of Ugly MC members on hand. Oliver is an Ugly. Anyway, like I said, Billy and I had loads of fun. Eric was in good form and sounded great belting out those old familiar tunes we love to hear and the ones that got him in the Rock and Roll Hall of Fame in Cleveland, Ohio. He sang with such feeling and strength that after the show backstage, I had to ask him if his throat hurt. The answer was negative, so we partied on. Eric is old school and a partying fool, but it doesn't seem to affect his work. Currently, he is in the studio composing tunes for a new CD.

Saturday morning we followed Willie G. and Nancy Davidson to the Otis Chandler vintage museum in Oxnard, Calif., where we were fed a fine barbecue lunch consisting of corn on the cob and some mighty fine ribs, along with drinks of our choosing. I'm getting hungry right now thinking about it. Besides the good grub, we had the opportunity to see François Schetelat put on a one-man display of his riding abilities. He may be the best motorcycle rider in the world (see page 65). I thought I saw Willie mouth that, although I can't be sure because about that time François was putting the finishing touches to a back tire on one of his two rides, covering the street in smoke and noise. Being a good showman, he first asked the crowd whether we wanted to see him blow the tire. It kinda built the suspense up a bit, but it didn't let go with a loud pop. It was more of a slight, steady hiss, sorta like an old man's fart.

Another one of François' tricks was riding behind his Sporty's rear fender, guiding the scoot with body English while sending large showers of sparks behind him. He wore steel shoes on both feet. I'd like to see him do this at night. I'm sure he could do it; Sportys generally have good headlights. He also rode on both the left and right side of the bike in →

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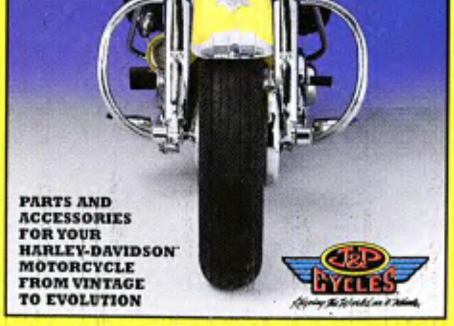

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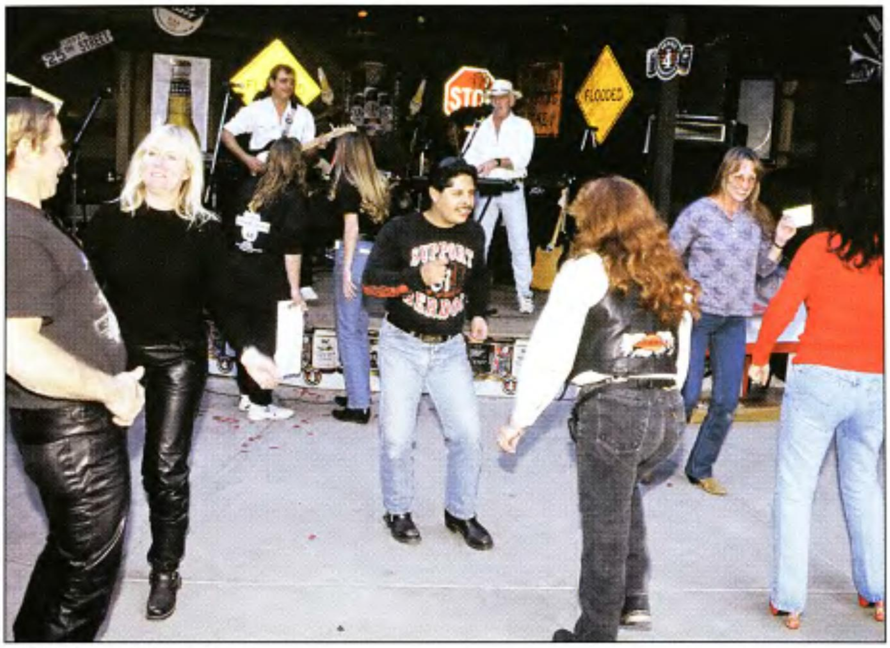
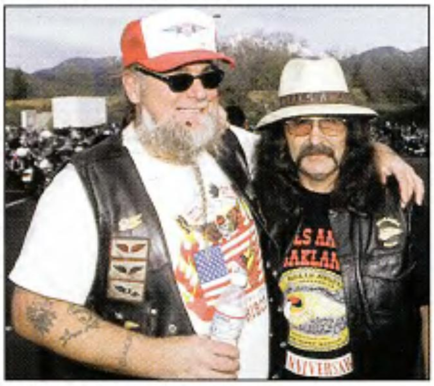

Getting down with the sounds.


Dick and Kenny at the Crossroads.

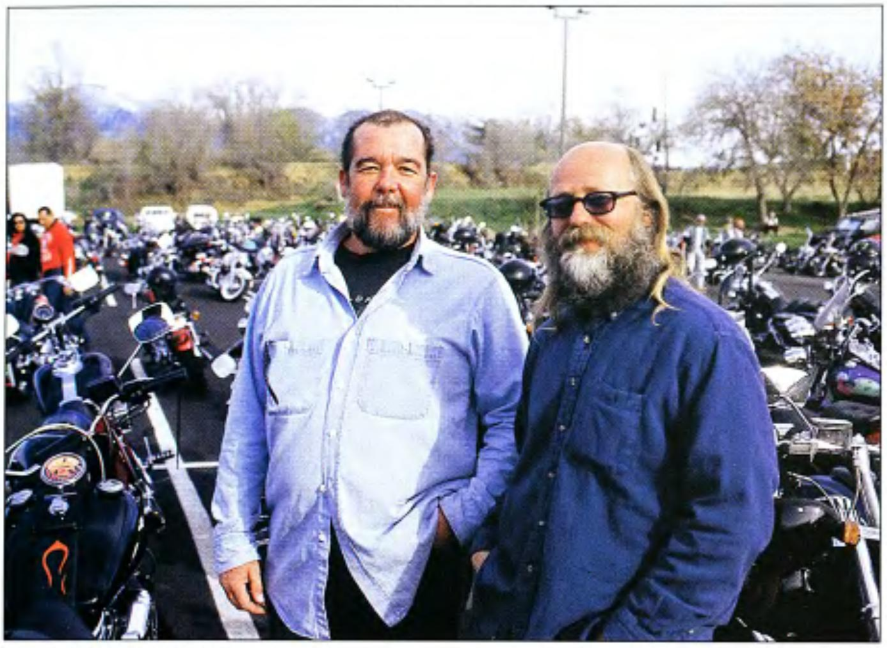
that manner. Then he brought out his dresser on which he did giant wheelies up and down the street. He asked if anyone wanted to ride bitch behind him. Ugly Manny from Switzerland volunteered when no one stepped forward. He went down the street in another shower of sparks—it was bitchin'. One of the lady riders thought Manny was having too much fun and evicted him so she could go on the ride of her life. She had an ear-to-ear grin after the initial jolt, when the bagger's rear fender scraped the pavement. I checked it out later after François' performance and saw that the rear fender light was long gone and in its place the sheet metal looked like a peeled banana.

François Schetelat may, indeed, be the world's greatest motorcycle rider. I've seen lots of thrill shows throughout the years, and it kinda reminds me of a T-shirt I saw down south where two goats were fuckin' in a marketplace and the caption beneath them read: "I ain't seen no shit like this." Way to go, bub. Ya did good. Maybe we will see ya at Harley's 95th birthday party. Do you suppose?

Inside Otis' place we were treated to the sights of many old American motorcycles and vintage autos. They are indeed treasures to behold. Of particular interest was a trio of spindly boardtrack racers set up in a display on a piece of banked boardtrack. What made it so different was the way the bikes were leaned over without falling; they didn't have riders on them. I just love seeing those older models, particularly the manner in which they were made. Nowadays things on bikes to me look blocky—nothing like the way things were made back then. I'm talking about how the levers, fenders, emblems, and trim all had form with curves not found generally on today's putts. Don't start writing me about the late-model Springers, etc., correcting me because there are a few exceptions—a damn few. Besides, I'm entitled to my opinion, ain't I? Anyway, if you ever get the chance to see the Otis Chandler collection, do it. You will see one of the best around. I dug it a bunch and could have spent many hours in the museum studying each and every one. Whoever came up with the idea should be commended because it was a fun afternoon for this group.

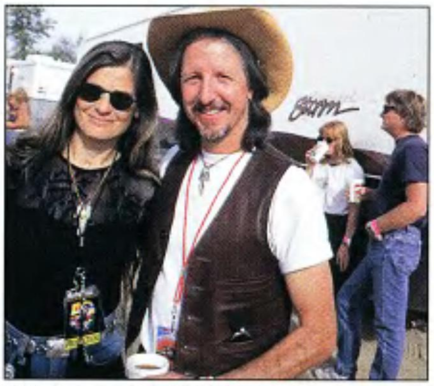
Outside in the street and parking lot, there were a few motorcycle-related vendors showing off their wares. It was casual with lots of room to move about without being smothered by a multitude of people surrounding ya, which happens at many swap meets. You know— the ones where ya never get the chance to stop and see and feel things because the crowd moves you along.

Sunday November 9, Billy and I attended the Love Ride—it was great weather and absolutely the perfect day for it. Riders jammed the freeways en route, and they all weren't from the L.A. area. Backstage I saw a few H-D officers as well as a slew of bike riding celebs. My boss J.T. was amongst them, rubbing elbows and inviting folks to support



Tommy Gomez and Billy Burrows.

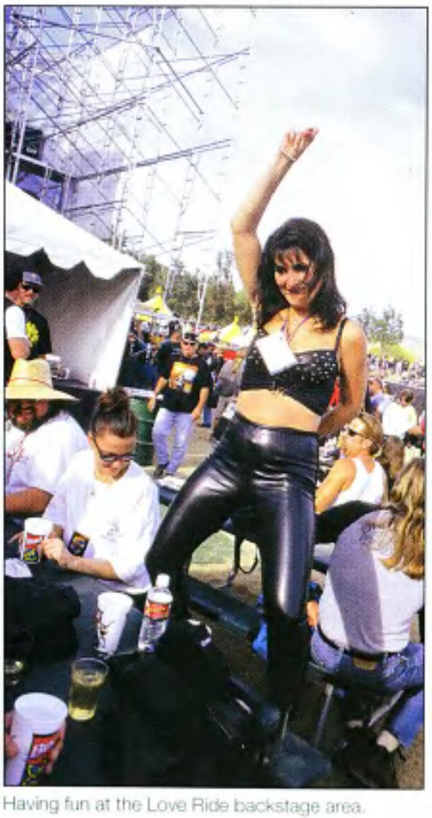
Backstage party with Eric Burdon.



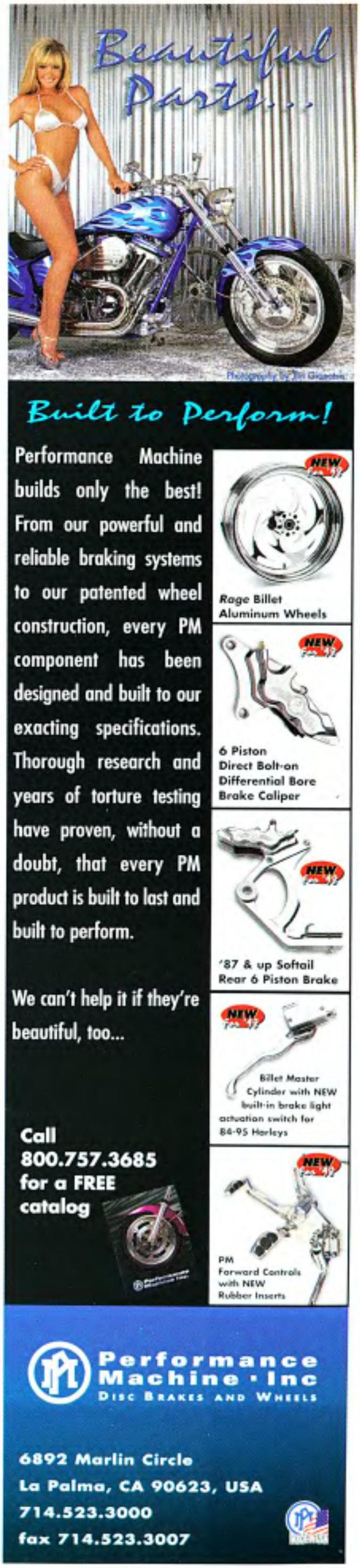
Chris Sommers and Patrick Simmons.

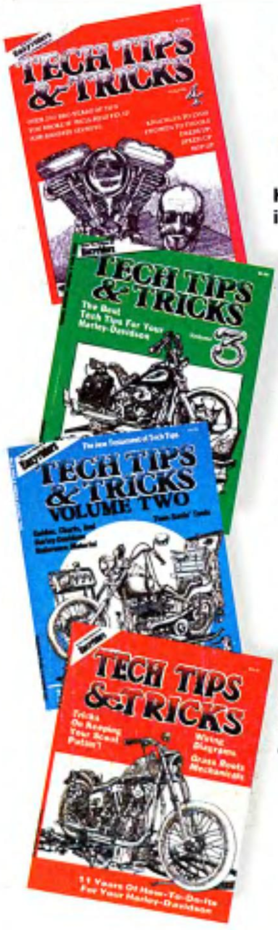
the Boys and Girls Club of Southern Florida, his favorite charity. I was there to recruit help and talent for a charity benefiting the American Diabetes Association ride and show, April 5, which will end at the Blockbuster Pavilion in San Bernardino, Calif., with food, drinks, and, hopefully, a kick-ass rock 'n' roll show. You L.A.-area bands without a gig that day can volunteer your services if you have a mind to. Just call the number listed at the end of my column in "This Month's Stopovers." Come on, brothers and sisters, lend a hand. I'm sure you know someone with diabetes. Don't wait till it's too late and say coulda, woulda, shoulda. Billy (Bullshit) Grillo will be the backstage manager with possibly some help from his old Grateful Dead crew members. We will need some stagehands to help move equipment, and light and sound people to make sure things run as smoothly as possible.

The Doobie Brothers headlined Love Ride 14 and did their usual fine performance, playing the tunes we grew up listening to. Pat Simmons got to pick the winner of the 1998 GMC truck. Jim Belushi and his 12-piece band, Sacred Hearts, took the stage before the Doobs→



Having fun at the Love Ride backstage area.





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On the way to Otis' place.

California Christmas.

came on and did a decent job playing rhythm and blues. Also, the Victor McLaglen Motor Corp did their great stunts in front of the stage on the grass. I guess it wouldn't hurt as much as blacktop, in case of an accident. Although I have seen a few mishaps over the many times I've seen them, none was serious. They've been around forever and I never get tired of seeing their two-wheel tricks.

Well, I'll get off that subject and move on to the 81 Berdoo chapter Toys for Tots function I attended at the Crossroads again this year. It was the first ride I went to after coming out of the hospital. It was a shaky ride. I was as weak as a day-old kitten, but I didn't have far to go. I hung out, took pictures, and did my usual thing. The main thing was I felt better. This year I received lots of hugs and a few kisses; it made me feel like people cared. Thanks for all the good wishes.

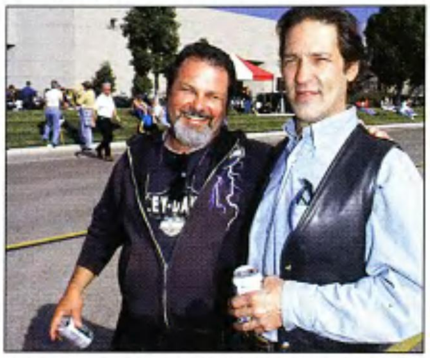
This year, the owners of the Crossroads spent beaucoup money fixing up their place. The parking lot area was graded for good drainage then black-topped, so we riders could punch holes in it. No, I'm just kidding, because it was too cold outside to soften up the asphalt. Anyway, the club had a very good turnout and a great time was had by all. Check it out next year—same time, same channel.

I'd like to promise those attending the BAD Ride on April 5 an equally fun time. Willie G. and Bill Davidson will lead us out from Bartels' H-D to the party at the Blockbuster Pavilion in Berdoo. Be there or be square. Till then, see ya.

—Rip

Rip's Run, P.O. Box 3000
Agoura Hills, CA 91376-3000

Jim Belushi at the Love Ride.



Carlo Lujan and Billy Grillo, Otis Chandler Museum.

François Schetelat's dresser fender.

Photos: Rip

THIS MONTH'S STOPOVERS

Bikers Against Diabetes (BAD) Ride
(213) 966-2890, ext. 314

Crossroads Bar & Grill
32464 Dunlap Blvd.
Yucaipa, CA 92399
(909) 795-0665

Harley-Davidson of Glendale
3717 San Fernando Rd.
Glendale, CA 91204
(818) 246-5618

Otis Chandler Museum
Oxnard, California
(805) 486-5929

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The Easyriders® featured TEE OF THE MONTH! Take 30,000 volts, add biker art by famed artist David Mann, stir in 100% Hanes Beefy-T cotton, and you'll have a tee powerful enough to light up Milwaukee. Dave's illustration of a trio of bikers defying authority will energize any bike week. Those who ride will decide this brand new tee is a must-have for any real biker. Caution: Don't wear this while standing in water. Available in unlawful sizes MD-XL at \$16.95*, XX at \$18.95*, and XXX at \$20.95*. (#8823)

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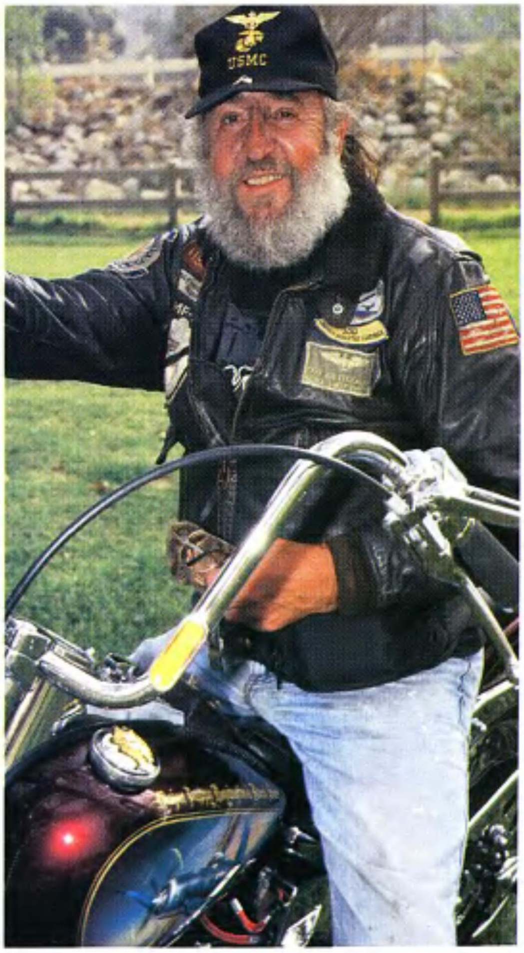
Black Sheep To Iron Hog



As he sits there at a table in a Japanese restaurant in Burbank, California, telling his stories, he looks like James Bond, Shogun, and Santa Claus all rolled into one. But he's also the nicest guy you'd ever want to meet. And at the age of 73, he has made it his life's purpose to be "a good person," nothing more and nothing less. And he wants to ride his Harley as much as he can. In fact, you might have seen him at any given event last year, as he travels with his '89 FXR around the country, attending each and every biker rally he came across. "I've traveled more than 32,000 miles last year alone to attend Harley meets all over the USA," Bob says.

The waitress approaches and Bob gives her both our orders in fluent Japanese. "I have been living in Japan for 43 years," he explains. Clearly, there's a lot more to Captain Robert Strickland, USMCR ret., than meets the eye.

Bob was born in Oklahoma and raised in Southern California, where he spent his formative years working on hot rods and motorcycles. "I've been riding going on 63 years," Bob tells me, "and I got my first Harley as a teenager. My grandmother gave it to me after my uncle got killed in a truck accident. It was a '29 JD."

A short time later, at 16, Bob enlisted in the Navy, using a false birth certificate. With a

lot of luck, he ended up at the flight school in Pensacola, Florida, and, once there, elected to join the Marine Corps as a fighter pilot. This was toward the end of WWII, and Bob became the youngest member of the renowned Black Sheep fighter squadron, under the command of the equally notorious Gregory "Pappy" Boyington.

Three years later, on September 23, 1943, Bob experienced his first aerial combat mission against the Japanese Zero fighters, near the Japanese airbase of Rabaul in the South Pacific. Ironically, in later years in Japan, Bob became good friends with some of the same Japanese fighter pilots he had fought and even became an associate member of the Zero Fighter Pilots Association in Tokyo, the only one to ever be invited do so, American, Japanese, or other.

It was during the Korean war in the early '50s that Bob had his first encounter with the Japanese on a personal level, when he traveled to Tokyo for some R&R. "I became fascinated," Bob says. "The way of life, everything there was so different from what I knew. The country was just a bombed-out shell, yet the people there were so open, and so happy. I was amazed. Immediately upon my return to California, I decided to go back to Japan under the GI Bill after the war."

He returned to Japan with $250 in his pocket, but what followed could only be described as the fulfillment of the American dream. "Being one of the few Americans there during that time who could speak Japanese, I was often used as a translator and even started working for the American movie companies making movies there. That's how I met Caroll Baker, while she was there to star in *Bridge To The Sun*."

Bob went on to become a Zen monk, to perform (in Japanese) as a nightclub comedian, and to hang out with the rich and famous crowd of the time, American and Japanese alike. A steak house followed, then a multi-service travel agency for Trailways, a custom car dealership, and an international business consulting firm. Bob Strickland became a millionaire.

"The way Japanese business was run at the time," Bob explains, "foreigners weren't allowed to own anything. But I was married to a Japanese woman, so everything was set up in her name." During that time, Bob was also recruited by the CIA and sent on several secret missions. "I never knew where I was going to be sent next," Bob says. "Yet the one thing I loved about it was getting paid to have fun and play James Bond!"

But success had its toll, and after 33 years as contract agent with the CIA, 36 years of marriage, and decades of leading the stressful life of a successful, self-made millionaire, Bob was ready to let it all go. Now, divorced from his wife, Tokiko, back in the good ol' U.S. of A, and painfully aware of his mortality, Bob has shed his fancy cars, businesses, and other trappings and traded them in for the simple life. An important part of this new life is his '89 FXSTS Springer, which he bought brand-new during a visit to L.A.

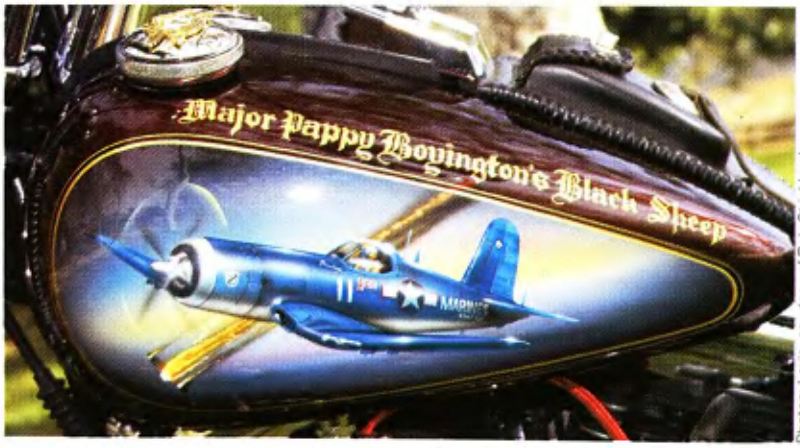
"I walked into this dealership in Anaheim, saw the bike, and decided to buy it. I simply handed the salesman the cash and rode it out of there. I think it was his first day on the job, so I told him, 'Don't think that every sale is going to be as easy as this one.'"

Just recently, after his many miles and months on the road across this country, Bob decided to beautify his ride up a bit. For that purpose, he took it to Legendary Cycles in Burbank, where the "face-lift" was accomplished by adding Phantom covers, braided steel cables and oil lines, 12-inch mini apes and rear signals from Ness, a taillight kit from CCI, an S&S carb, and a Silhouette seat from Le Pera, just to mention a few things (some additional repairs were also done by Harlee Hideout in Sunland, California). But the most outstanding part of this face-lift, and the one Bob himself is most proud of, is the paint job, which was done by Damon's Creations in Brea, Calif. "Everywhere I go," Bob says, "people just stare. And oftentimes they'll tell me it's the best airbrush job they've ever seen."

Despite all his commendations and achievements, Bob Strickland considers his biggest victory the fact that for the past year and a half, he has been sober. Now that he lives back in L.A., "at least for the time being," he rides his Springer every chance he gets, and often goes on runs with other clean and sober types.

Bob, who describes himself as "handsome, no, but dashing, perhaps", says, "I like the Harley crowd; these guys are a lot like the Japanese. For the most part they have something called 'giri ninjo,' or duty, honor, and obligation. It means that your word is as good as a written contract, if not better. You don't find that here in the States very much anymore, unless you're with bikers."

—*Red Baron*



Photos: Lexis, courtesy of Bob Strickland

Myrtle Beach

58th Annual Beach Run

Longest Continually Running Beach Rally in the Nation

I was sitting at the AVI out here on a recent Weasel Wednesday with Sprinkle and Twinkle, two resplendent babes who turn more heads than Imelda Marcos has shoes. All around them were guys pounding beer mugs, chanting, "Myrtle Beach! Myrtle Beach! Myrtle Beach!" After about five minutes of this cacophony, Sprinkle finally asked me, "What's so special about Myrtle Beach?"

You coulda heard a pin drop.

"Sweetness," I began, "it's a party that picks up where Daytona leaves off, a 58-year-old biker tradition that these guys are wishin' they could go to. Hell, who knows, maybe a few of 'em will actually make the cross country haul."

I proceeded to fill Sprinkle and Twinkle in on how this year's May 13-16 party will include over 35 manufacturers, live entertainment from .38 Special, Three Dog Night, and Bad Company, and food courts with the likes of *Easyriders* Cafe, NASCAR Cafe, Planet Hollywood, and Johnny Rockets. There's also gonna be the *Easyriders* Motorcycle Demolition Derby, sponsored by the Carolina Harley-Davidson Dealers Association. And that's just for starters ...

Next thing I knew, Twinkle was straddling my buddy Scotty's bagger and they're headed east with a vengeance. Sprinkle looked longingly at Incentive, and I figured I'd tell her the rest of what was in store along the 3,000-mile way. If y'all are any closer, rip that wick and join the party! —*Captain Trash*

Where

Broadway at the Beach, Hwy. 17 bypass at 21st Ave., North Myrtle Beach, South Carolina

When

May 13-16 (Wed. - Sat.)

Rally Information

Myrtle Beach Chamber of Commerce: (800) 356-3016, (803) 626-7444

Coastal H-D: (803) 651-5555

Durham H-D: (919) 682-2261

Easyriders Cafe, Myrtle Beach: (803) 445-2702

Easyriders of Myrtle Beach: (803) 236-2453

Daily Activities

At Rally Headquarters, Myrtle Beach Convention Center, Oak St. at 21st. Ave., Wed., May 13 - Sat., May 16. Open to the public: 10 a.m.-5 p.m. Free admission.

H-D and Buell demo rides, 9 a.m.-3 p.m.

Factory accessorized bikes on display, traveling museum, Genuine Service tent, 10 a.m.-4 p.m.

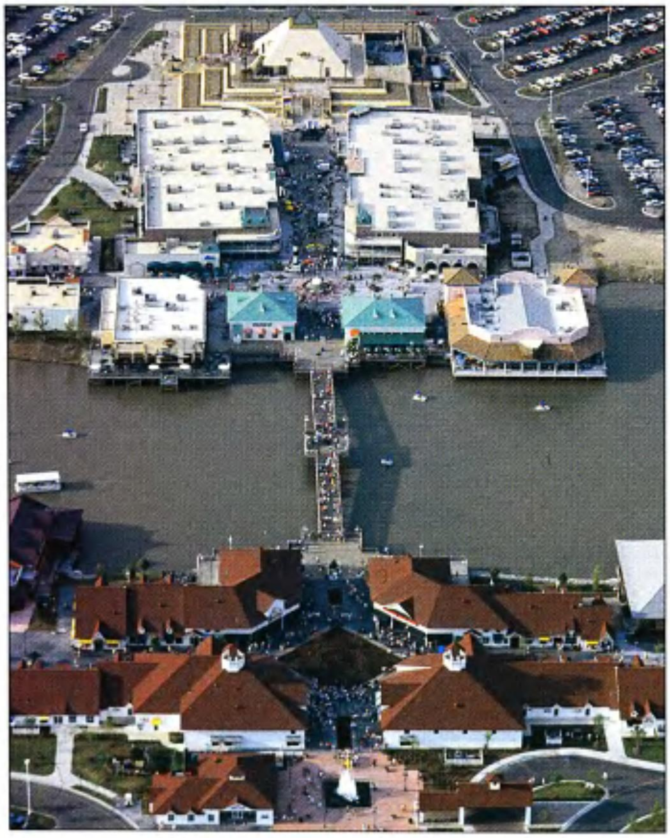
AMA South Carolina Rider Safety Program, sponsored by the Red Cross and Horry Co. Commission on Alcohol & Drug Abuse

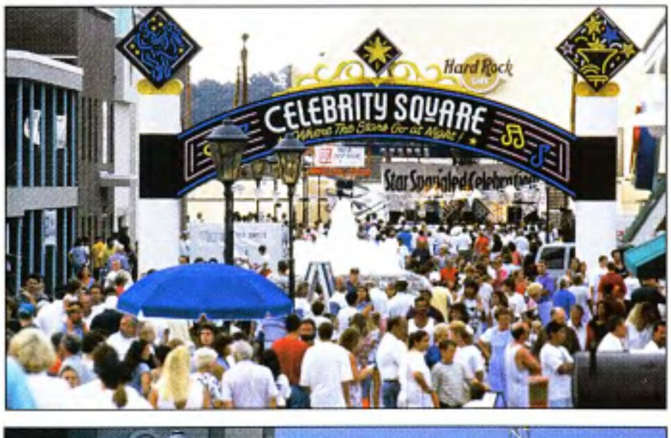
Calendar of Events

Thursday, May 14
Carolina H-D Dealers Rally Spring Nationals, Darlington Speedway. Gates open: 9 a.m. Qualifying: 10 a.m. Eliminations: 2 p.m. Info: AHDRA (336) 924-2095

Friday, May 15
4th Annual MDA Pilgrimage Ride Meet at Convention Center, 3 p.m. (meal provided); parade leaves at 5 p.m., arrives Myrtle Beach Speedway at 6 p.m.

Friday, May 15
10th Annual Grand Strand National Championship 1/2-Mile Motorcycle Race Myrtle Beach Speedway. Gates open: 4 p.m. Time trials: 6 p.m. Races start: 7 p.m. $20,000 purse, 750cc motorcycles, AMA 883 Grand Nationals





Photos: Bill Ellis, Colin B. Addis

Saturday May 16
Bike Show
Myrtle Beach Convention Center
Registration: 10 a.m.- noon
Trophies awarded: 3:30 p.m.
$10 entry fee; bike must be ridden to register

Special Event

Saturday May 16
Easyriders 3rd Annual Motorcycle Demolition Derby & Thrill Show, sponsored by the Carolina Harley-Davidson Dealers Association. Where: Myrtle Beach Speedway, 5 miles west of Myrtle Beach on Hwy. 501.

This full-tilt, action-packed party includes: a jet truck burndown, human bomb, bike show and bike games, motorcycle wall of fire, world-record 300-man beer chug contest, live music, world record Todd Seeley's long distance jumps on motorcycles and quads, a motorcycle jump over a running helicopter, and a 70-mph dive bomb through a 60-foot house trailer! Also, meet Johnny Danger from *Bay Watch* and Dan Elders from MTV. Be there for all the thrills, chills, and spills.
Gates open: 5 p.m.
Show: 8 p.m.

Discount passes available at the *Easyriders* Cafe, Broadway at the Beach (803-445-2702) and *Easyriders* Myrtle Beach Store, Hwy. 501 (1 mile west of waterway, with over 5 acres of vendor space). For vendor (or other) information call John at (803) 236-2453.

Concerts

Friday May 15
.38 Special, Celebrity Square, Broadway at the Beach

Saturday, May 16
Three Dog Night and Bad Company, Celebrity Square
Tickets: $15 per night, $25 for both
Info: (800) 445-2702

Clubs

women, women, and more women ...

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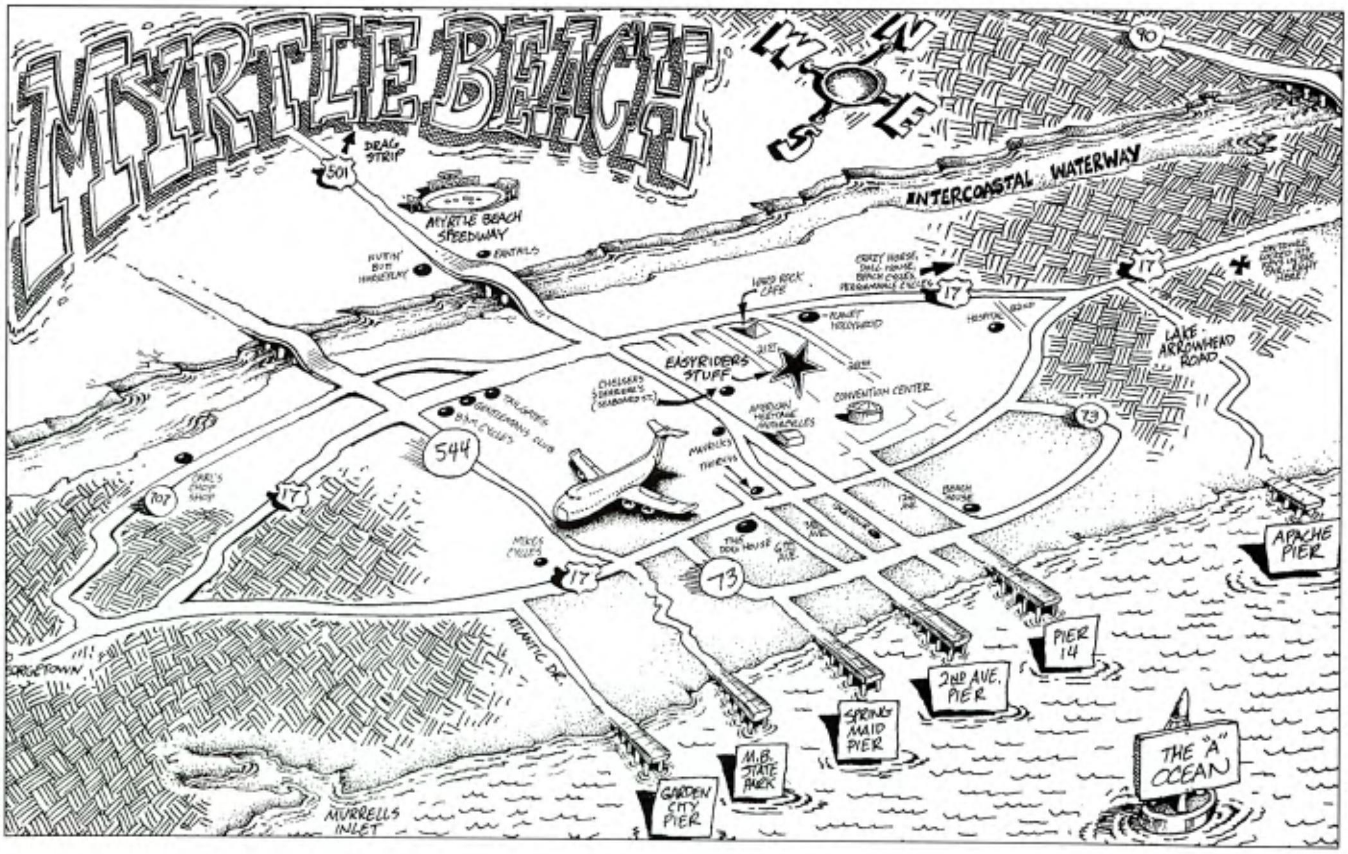

Illustration: Jon Towle

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DEAD END

FICTION BY MELANIE CANTU

The sound of the guard's footsteps echoed off the gray stone walls as he followed Tex down the hall. Cockroaches skittered out of their path as they passed through the last corridor of the maze. The final door separating him from freedom clanged open and he raised his arm to shield his eyes from the brightness. As his eyes adjusted, five years of dreams crystallized into reality. There stood his two reasons for surviving—Felicia and his scooter.

Five torturous years had crawled by without Felicia's soft skin, her silky hair, her warm caress on his body. Now his parole had finally come through and all he wanted was to be surrounded by the sensations of his vibrating bike beneath him and Felicia molded against his back.

She was even more stunning than he remembered. Her long, brown hair blew gently over her shoulders like a satin wave, dancing on her supple, heaving chest. His eyes traveled down to where the thin fabric of her lace-trimmed t-top cupped her round breasts. He ached to feel her warm, soft skin against his.

Suddenly, she was against him as they wrapped their arms around one another. He covered her tender lips with his and the world disappeared. She took his hand as they crossed to where his bike waited.

The sound tore through his soul as his bike fired. He closed his eyes for an instant to absorb the feeling. Felicia climbed on behind him, and they blew away from civilization. They both needed time to get reacquainted, with no intrusions from well-meaning visitors.

As they rounded a curve, a multi-colored quilt of flowers spread out before them as if to welcome Tex back to the real world. He pulled to the side of the road and shut off the engine. Taking Felicia by the hand, he led her through the sea of bluebonnets and bright red Indian paintbrush.

Under a small grove of mesquite trees, Felicia turned to face him. She slowly pulled her camisole off over her head and laid down on the soft grass. His body molded to hers. Her lips had never tasted so warm and sweet. His hand slipped along her tender flesh to her firm breasts. His fingertips danced in celebration of her velvet skin. Five years of going without shot through him like a lightning bolt, replaced by heaven in one tender caress.

The setting sun was beginning to paint the sky spectacular shades of pink and gold when they climbed back on the Panhead. They decided to stop at the next town for the night and get an early start the next morning.

They pulled into Broken Arrow and rolled to a stop under a buzzing neon sign that read, "FL MINGO HOTEL" in bright pink letters. They swung open the ancient screen door and entered the faded lobby. The place had definitely seen better days.

The short, bald man behind the counter looked up from the rerun of *I Love Lucy*. He looked like he had been part of the furnishings since before the stucco was dry on the hotel's exterior. His face was brown and wrinkled like most of the old-timers in the sunbelt.

"Howdy! You young'ns come right on in. Is there just the two of ya'll?"

Tex nodded while signing the guest register. The old man turned to the rack of keys hanging behind the counter. "This here's the key to number 12. How long will y'all be staying with us?"

Tex glanced up. "We're just passing through. Only need a room for the night."

"Check out's at eleven," he said, returning to his television.

Tex parked his bike outside room number 12. The room was simple but clean. After five years of clanging cell doors, the quiet was unsettling. He switched on the TV and stretched out on the bed while Felicia climbed into the shower.

He jumped as she sat down next to him, realizing he had drifted off to sleep. As she toweled her wet hair, the clean, warm smell of her body aroused him. She smelled like a field of Texas flowers after a summer rain shower. He pulled her to him and her still damp, naked body made him forget his exhaustion.

Afterward, she pulled on her jeans and shirt. "Why don't you hop into the shower while I get some sodas and ice?" she said. Picking up the room key and ice bucket, she pulled the door shut behind her as he went to the shower.

The warm water streamed over his muscles as he relaxed against the shower wall. Leisure was one item on a long list of luxuries the average person took completely for granted. He had barely finished that thought when he heard Felicia scream his name.

He jumped from the shower without bothering to turn it off and threw on his jeans. Crossing the room took on a nightmarish quality, with his feet struggling as if he were running through mud. He heard car doors slam as he reached for the doorknob. The scene that greeted him would be replayed in his mind countless times in the coming days and nights.

The empty ice bucket lay on its side in front of the door, ice cubes scattered all over the ground. Where his bike had previously stood, only an oil spot remained.

The sound of a gunning motor greeted him. His eyes fixed on a black Chevy disappearing around the street corner. Following it was a rusted pickup with his scooter in the truck bed. As they passed under the streetlight, Tex could see Felicia in the back seat of the car, struggling with one of her captors. Their laughter mixed with her screams as they sped away.

In a jumbled rush, the pieces of what must have taken place fell together in his mind. Felicia had stumbled upon his bike being stolen.

Stunned and dripping water, he crumpled to his knees, the wind knocked from his lungs. Flinging back his head, his grief exploded out in a animal-like bellow that split the silent night.

Who knows how long he sat there on the sidewalk in the dark, lost inside his head. He couldn't call the police. A just-released, ex-con? That would only bring more trouble.

Slowly rising, he stumbled to his room to throw on his clothes. Everything else he owned was gone.

He walked to the bus stop and sat on the curb, watching the sky change from black to violet to rose, as the sun crept over the horizon. The deserted, quiet streets gave no hint of what had transpired only a few hours earlier.

Arriving at his parents' home, he asked them not to question him about Felicia's absence. When he overheard them later speculating that she had "dumped" him, he wanted to spill the entire story. But the less they knew, the better.

Mac, his black German shepherd, would not leave his side. That's the good thing about dogs, thought Tex. Doesn't matter how long you're gone, how much you yell, or how silent you are, you are the center of their universe.

When he caressed Mac's head, he felt the permanent groove on the dog's neck. It was the result of the outgrown collar →

nearly imbedded in his flesh when Tex first found him as a starving pup in an alleyway. He had spotted him standing there with a fast food hamburger wrapper hanging from the side of his mouth while he scrounged through the garbage. The veterinarian said Mac would never bark normally. The strangling effect of the collar had done its work—he would always be limited to a gruff, coughing noise.

The next day, when his folks went to town, he packed a few belongings. The note he left said he'd be back soon with Felicia. Mac trotted alongside Tex as he went to the barn where his old pickup was stored. His father had kept it in perfect condition. Tex held the truck door open as Mac jumped up onto the seat and circled until he found a comfortable spot.

It was still a few hours till sunrise when he pulled onto a dirt side road off Broken Arrow's main street. He turned the truck around and parked between the trees. It was too dark to pitch his tent, so he fell asleep in the truck with Mac on the floor.

The soft, cooing serenade of mourning doves awoke him with a jolt. Tex's mind whirled with thoughts of Felicia being tortured. He sat bolt upright in a cold sweat and looked at Mac, still lying patiently on the floor, his shaggy head on his paws. Tex opened the doors and Mac sprang out, scaring the doves into flight.

Tex got out and stretched, then settled back into the seat and focused his binoculars on the street. A cloud of dust announced the arrival of the battered Chevy. The driver's chin was tobacco stained. You'd think it wouldn't be that hard to spit with two front teeth missing.

The driver and his two partners piled out and sauntered into the grill next door to the solitary tavern, Millie's.

Tex worked on a couple of doughnuts and a thermos of coffee while he waited. An hour passed before the trio reappeared from their morning feed. Porky stretched his arms high overhead and stopped to scratch his massive gut. His companions were busily picking their teeth as they climbed into the Chevy.

Tex whistled to Mac and held the door open for him to jump in. He crept his truck onto the main road as they rumbled out of the gravel lot. He followed, giving them a wide lead.

They drove only a few blocks before pulling off onto a side road. Their dust trail hung over a twisting route through mesquite and cypress trees. He followed it to where the dust cleared. They had turned off the road somewhere, so he backed up his truck between a few cedars.

Staying hidden among the trees, he jogged along the perimeter of the woods till he spotted an old shack with the black Chevy parked to the far side. He could see something behind the hut, covered haphazardly with a worn tarp. Only part of a tire was visible, but Tex was betting it was his bike.

He crouched and ran to the back of the wooden structure. Sneaking up the rear edge of the tarp, he immediately recognized the fender of his beloved ride. But his thrill was quickly interrupted by raucous laughter from inside the building, followed by a woman's sobbing.

Peering through a knothole in the wall, Tex saw the trio sitting around a swaybacked table.

"Where's that coffee?" Porky bellowed.

Tex wasn't prepared for what he saw next. His breath caught in his throat as Felicia came into view carrying a coffee pot. She was naked, with a rope tied around her neck, like a dog collar and leash. Her eyes were swollen red.

HER NECK WAS SECURED TO THE WALL ABOVE THE FILTHY MATRESS WHERE SHE LAY

His eyes traveled over the red welts on her skin. He knew whatever pain was inflicted on her exterior would eventually heal. But his deeper concern was about the wounds that weren't visible. This was the only time he could ever remember her nude body not arousing him with desire.

He had to force himself to maintain control. If he burst in now, they'd probably both be killed. Since she was still alive at this point, they weren't planning on killing her any time soon. They had other plans for her, which tore at his guts even more.

Felicia was a strong woman. Tex knew that. She had lived alone while he did his time. But his guts told him that he had better move quickly.

Returning to the trees, he lay on his stomach with Mac by his side. Soon the heat and drone of the cicadas combined with his exhaustion and drew his heavy eyelids shut. Mac nudged him with a wet nose and licked his cheek. Tex shook his head in an attempt to stay alert. But his head once again nodded down.

The vibrations from Mac growling woke him in time to see the trio piling into the Chevy. Waiting a couple of beats after the car was out of sight, he hooked Mac's chain around a tree, ran to the shack, and peered into the knothole. The place looked empty, but he could hear whimpering.

Positioning himself where he could see Felicia, he almost wished he hadn't. Her hands were tied and the lead rope around her neck was secured to the wall above the filthy mattress where she lay.

He gritted his teeth as he knew he had to leave her there temporarily. It was the hardest thing he had ever done.

Slowly heading the truck down the side of the road, he tried not to stir up the dust. He pulled into Millie's parking lot next to the black Chevy.

Swinging open the door to the bar, his eyes tried to adjust to the dingy, smoke-filled interior. He crossed to the end barstool and sat down. The table with Porky and his pals was in his peripheral view.

"Jack and a beer and keep 'em comin'." As Millie placed the drinks in front of Tex, he withdrew a hefty roll of cash from his pocket and methodically thumbed off several bills. He could see three sets of eyeballs bugging out from across the room.

The two sidekicks strolled over to the pool table and began racking up a game. Tex watched as the skinny one, nearly bald except for a few too-long strands of hair hanging down over his forehead, chalked his cue.

"Mister, it won't bother you none if we scatter a few balls 'round the table for a spell, will it?" asked Skinny.

Tex barely shook his head and threw back his drink, never changing position on his perch.

He continued feigning disinterest as he ordered another shot. The clattering of the balls on the table paused for a moment as he again made a showy production of handling the wad of cash to pay.

Skinny sank the eight ball and brayed loudly, slapping his partner on the back. Porky joined them as they moved over to the other barstools. He nodded at Millie and said, "I'll have the usual and Grunt'll take a shot of Comfort."

He turned toward Tex. "We call him 'Grunt' cuz that's all he can do now—ain't got no voice box after some bitch punched him in the throat." Porky tossed back a shot of whiskey. "Course that bitch got hers in the end. A little attitude adjustment makes a world of difference—ain't that right, Grunt?" He slapped his partner on the shoulder as they all shared a good laugh.

Tex's blood ran icy as he thought about Felicia. He forced a conspiratorial grin as he nodded to Millie. "Set us all up again, while I go drain the last round."

"Shitter's outside, 'round back," said Skinny, as Tex got up from the stool.

As he passed the black Chevy, he punctured the front and rear tires on the passenger side with quick thrusts of his Buck knife before heading to the latrine.

Once inside the stinking hole, Tex latched the door and leaned against the

wall, trying to fight down his swirling gut. Images of what Felicia had been enduring played in his head. He splashed water on his face as someone began pounding on the door.

"Hey, man, what's the hold up?" You playin' pocket pool in there, or what?" Skinny snorted laughter at his own joke.

Tex looked out through the broken corner of the window. Skinny was alone.

Tex silently slipped the hook from the door latch. He made sounds as if he were vomiting. "No, I'm really sick. I must of ate something that didn't agree with me."

As he leaned over the filthy commode, he watched under his elbow. The door crept open and Skinny slid in behind him. Tex felt the tip of a knife at his back.

"Now, mister, don't do nothin' stupid. Just hand over that wad of cash you been flashin', and I won't hurt you none."

As Tex pretended to violently heave again, Skinny took a step back. Tex whirled with the boot knife he'd had clenched in his right hand, slicing Skinny open across the gut. He staggered backward against the wall, clutching his middle with both hands as blood soaked his shirt front. Tex grabbed him by the neck and back of his shirt and plunged his head into the toilet. Skinny bucked and windmilled his arms around the toilet briefly, but he was no match for Tex's rage. Soon he went limp, head still in the toilet, hunched over in a spreading pool of blood.

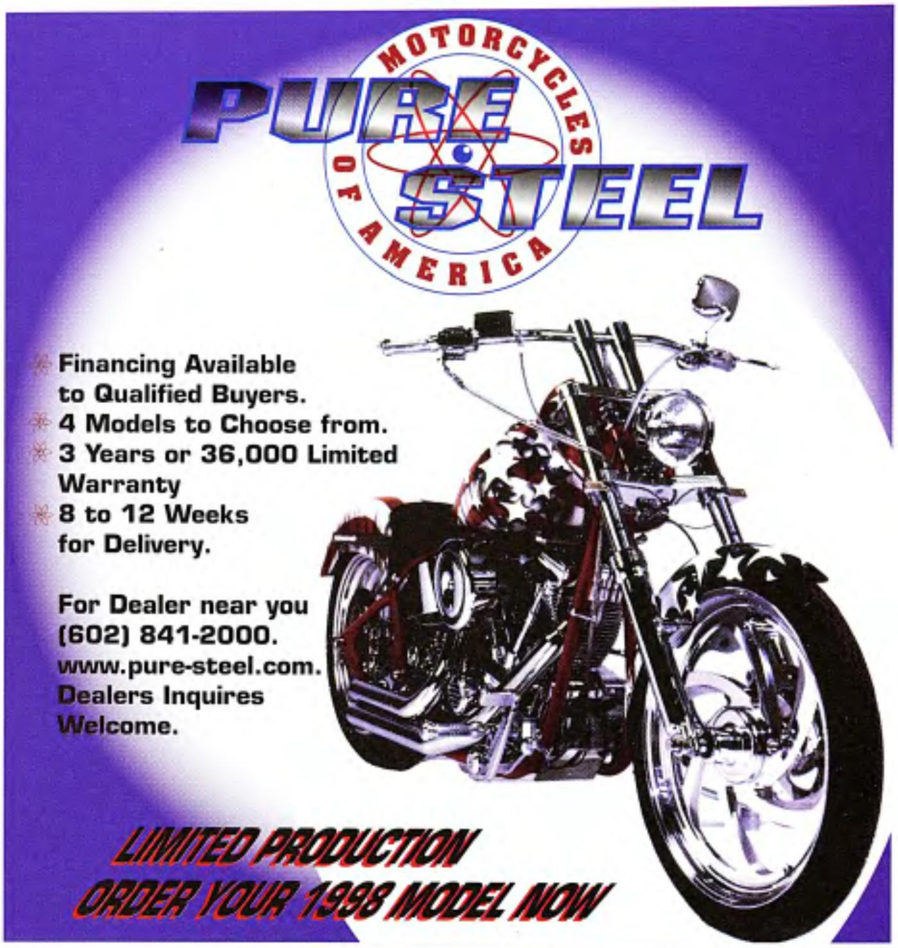
Tex wiped off his knife on Skinny's shirt and peered out the broken window. He quietly made his way back to the front of the tavern. Jumping into his truck, he crept onto the main road, glancing over his shoulder at the tavern.

All was silent as he pulled up to the shack. Mac reared and strained at the chain around his neck. Tex removed the chain from the tree where Mac was tethered and placed him in the truck seat.

Finding the shack locked, he smashed the front window with his knife handle and climbed inside. Crossing to the bedroom, he swallowed hard before entering to prepare himself.

There she was, still naked, on a filthy, stained mattress like a wilted, white rose atop a garbage pile. She sobbed past the gag in her mouth as her terror-filled eyes widened in relief at his presence. He cut her loose and they embraced. He pulled his shirt off and helped her slip it on as he spied her jeans in the corner. He turned away to allow her what little dignity he could as she shakily pulled them on .

Her shaking hands couldn't work the zipper, and she sobbed loudly. He turned and caught her as her knees buckled and she crumpled into his arms. Lifting her as tenderly as circumstances allowed, he carried her outside. He opened the passenger door to the truck and gently slid her onto the seat. "You gonna be all →



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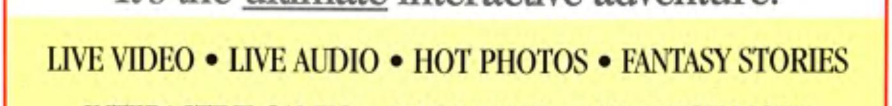

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right?" Tex whispered. She nodded and wiped her nose on her sleeve.

He took her face in his hands. "I'm here now but this isn't over yet. Please just be strong for me for just a little while longer and this will be all over. Can you do that for me?"

Her sobbing had nearly ceased and she whispered, "Yes."

At the tavern, Porky eyed the door. Leaning toward Grunt, he said, "Skinny shoulda been back by now. Let's go see what's holdin' him up."

They saw the dark puddle oozing out from under the door and shoved it open. Flies were already furiously buzzing the scene and Grunt wretched at the sight.

They rushed to the car but stopped short when they saw the Chevy's punctured tires.

Purple with rage, Porky jumped in behind the wheel of the car. "Get in you moron," he bellowed at Grunt. He backed out of the lot and limped down the road as fast as his tire rims would allow.

Tex began to push his bike toward the truck bed, then silently worked the tie-downs with practiced ease.

"It won't be long now," he whispered under his breath.

No sooner did the words leave his lips, when the Chevy could be heard crashing over the potholed road. He glanced at Felicia's terrified expression. "Stay there no matter what. The keys are in it. And so is Mac."

Porky and Grunt entered the clearing and paused, taking in the scene.

Porky grabbed Grunt's arm as he started to rush Tex. "No, we're gonna take our sweet ol' time with this sonuvabitch, Grunt. Especially after what he done to Skinny."

He looked at Tex. "Ain't nobody out here gonna hear you scream, and I'll guaran-damn-tee, you will be screamin' before we're done."

Tex just smiled. "See, that's where you're wrong. Assholes like you can't cut it when it comes to facing down a man head-on."

He nodded at Grunt. "I promise I'll do more than punch you in the throat, although I'm awful proud of Felicia for leaving you with that souvenir of what happens when you mess with a Texas woman."

Grunt raced toward him, with arms outstretched. Tex remained motionless at the back of the truck. As Grunt neared the truck door, it flew open with Felicia's legs bracing it. He slammed into the door like a runaway shopping cart and flopped to the ground.

Tex was on him in a heartbeat. Felicia's actions had only slowed him. The two men rolled in the dust until Tex grabbed Grunt's shirt with both hands and, using a leg for leverage, heaved him over his head near the edge of the woods.

A jagged scream accompanied sounds of woods splintering. Tex rolled over to see Grunt impaled on several saplings broken by the impact. He quivered soundlessly as he clawed at the stakes in his chest, throat, and cheek.

Tex turned to see Felicia open the truck door and release Mac. The dog's solid muscles bunched under his fur and white flecks of foam flew off his mouth as he bounded across the clearing toward Porky. Tex ripped his buck knife out of his belt and began to scramble to his feet but his ankle was locked into place.

Grunt's hand gripped Tex's ankle like a manacle from where he lashed out, still skewered to the broken saplings. Tex could hear Mac snarling and Felicia screaming. As he plunged his knife into Grunt's neck, he heard Mac's sickening yelp. He saw the dog lying still, on the ground, before Porky's flying figure blocked his view.

His knife went flying from the force of the impact and he thought he heard a couple of his ribs crack. He grabbed both sides of Porky's head and butted his forehead as he rolled him over. Red-hot pain shot through him as Porky's teeth clenched into his forearm. Blood gushed out through the gap left by his missing front teeth.

Tex punched hard with his other fist, square into the middle of the greasy, pig-like face staring up at him. He felt the satisfying crunch of cartilage as Porky's nose split wide. Porky screamed and his left arm came up with a roundhouse punch, knocking Tex over onto his damaged ribs.

As Porky pinned him with his full weight, Tex grappled in the dirt for his knife. As they both locked hands around the handle, Porky sat up. He straddled Tex, pushing the knife toward his face. Tex fought to hold it back.

The struggle ceased in a hard jolt as Porky's eyes looked off in the distance above Tex's head. His sweaty body went limp and slid to the side as Mac's frothing, bloody muzzle came into view. With one powerful lunge and bite, Mac had severed the fat man's spinal column.

As the dog fell over, panting and bleeding, Tex struggled out from under Porky's weight. Felicia was there, kneeling by Mac, stroking his furry head. Tex tenderly examined the extent of his canine partner's wounds. Porky's knife had encountered powerful muscle and had caused some blood loss, but Tex was sure a good veterinarian could put Mac back together.

They gently carried the dog back to the truck and laid him on the seat. Reaching under the seat, Tex pulled out a bottle of Jack. After taking a pull on the bottle, he poured the remaining whiskey over his wounded arm.

Felicia slid onto the seat, tenderly placing Mac's head in her lap. Their first stop would be a veterinarian's in the next town. Then on to ... where? He hadn't really thought that far ahead. ⊙

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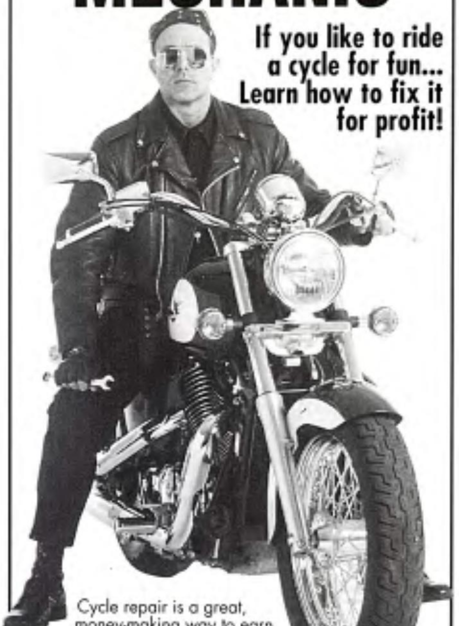

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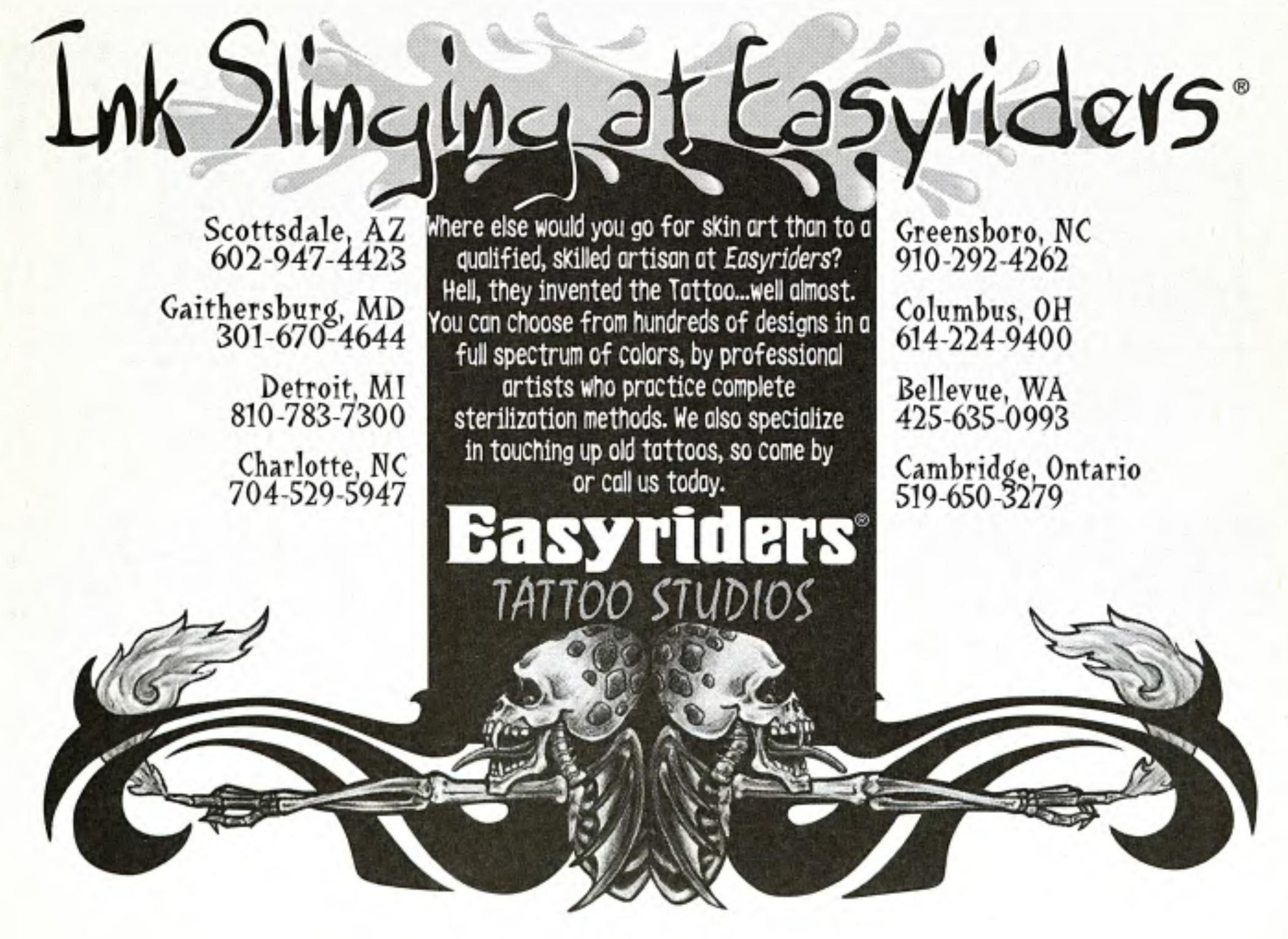

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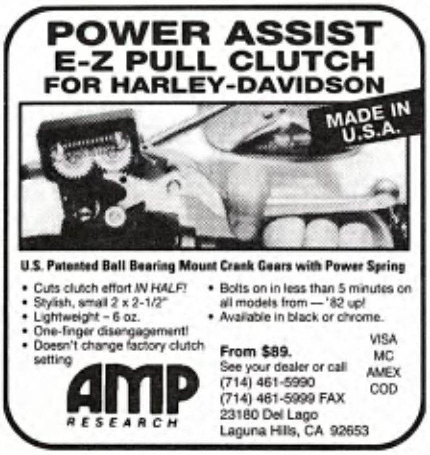
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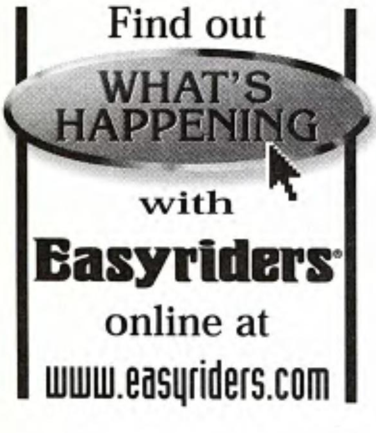
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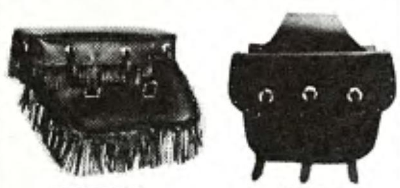

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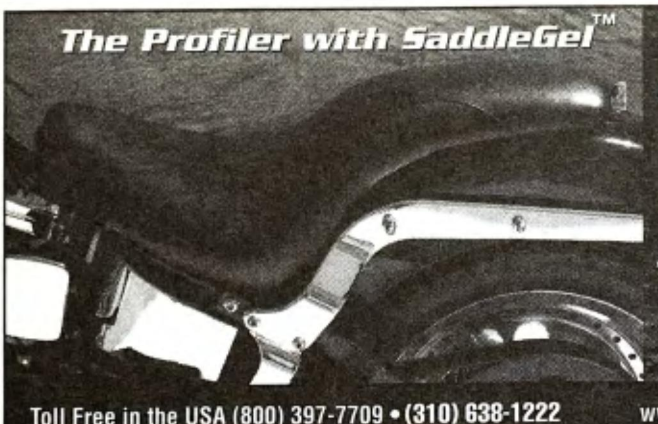

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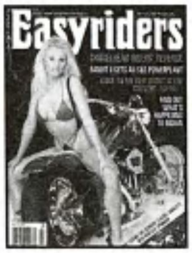

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SO YOU WANT TO BE A HARLEY MECHANIC?
Part II: The End Of The Beginning

After successfully completing my first five weeks, and feeling like I was getting used to going back to school, I went confidently into the next phase of my training: electronics. Now I'll be the first to admit that I didn't know a resister from a thyristor. Electronics has always been the weak link in my mechanical skills, so I wanted to make damn sure I did something about it.

This segment is intense, so get ready to study your ass off. Even the guys with electrical backgrounds had a hard time. The electronics on a bike are completely different from what's on a submarine or in a building.

Chip Ream proved to be an excellent instructor, as he loaded our brains with his electrical know-how. He started us out with the basics of electricity, learning the terms, definitions, and symbols that go with them so we can read schematics and be able to identify the different components in a system. The electronics on a bike are broken down into systems: starting, ignition, charging etc. Once you learn how each system works and how to break it down into each component, you really start to understand "watts" goin' on.

We went into the causes of electrical failures—90 percent of which are caused by bad grounds or connections. For example, if you keep blowing light bulbs and they're a silver color inside, you could have a loose or poor connection in your lighting system. Chip also taught us about charging and ignition systems. We learned how to tell if they're A/C or D/C, (on A/C, the switches are wired to ground; on D/C, they're not) what type, and how to identify them on schematics and on the bike.

We then learned how to use the multimeter in troubleshooting cases. First, we tested the components on a bike. Then, we tested whole systems for bad components, connections, or grounds. After testing quite a few bikes, we were primed for one of our final challenges: troubleshooting a once-running, deliberately sabotaged bike in 30 minutes or less. My bike was fucked up; it had a disconnected main ground, a bad coil

Photo: courtesy of AMI

and a few choice wires disconnected. It was a bitch and I barely made it.

Some students didn't make it—and I don't mean on just that test. They didn't last through the five-week segment. One dropped out (some people just weren't cut out to be mechanics) and a couple others really tried, but just didn't have a grasp on what was goin' on. They have the opportunity to repeat the five-week segment. This service is provided by AMI at no charge, one time, to students who actually tried but didn't make it. That's cool, but, hopefully, I won't be needing it.

Here are a few things I thought were pretty interesting and just might help you. First, on the light bulb example. If you are constantly blowing bulbs prematurely, it could mean a number of things. If the bulb has a melted filament or has silver coloring on the inside, you have too high of voltage, loose or poor connections, or a high voltage spike. You need to verify proper voltage, check connections, plugs, switch contacts and check your wires. If your blown bulb is a whitish/gray color or has a broken filament, you probably have excess vibration. First, check your socket and headlight assembly. If that's not it, look at other sources such as motor mounts, steering head bearings, or anything that could cause excess vibration.

Here's one I learned the hard way a few weeks ago, when I was stranded with a dead coil 50 miles from home. If you blow a coil and can't get a replacement, you can snake one off a Jap bike. It can be off a 2- or 4-cylinder, four stroke. Be sure it is a D/C 3 ohm coil with two primary and two secondary leads. Some of the larger, late-model Harleys use a 5 ohm coil, so you might be shit out of luck if that's the case. The primary leads might be soldered on the Jap bike, so just cut the primary wires, leaving an inch or so of wire still soldered to the coil. Then connect your bike's wires to the coil wires until you can get to a soldering gun. Once you get all this together, you'll notice easier starting, better idling, and a quicker throttle response. This is due to the fact that the coils that come stock on Jap bikes put out a higher spark voltage than most high output aftermarket coils—not to mention stock Harleys. Hell, you might just want to leave it on permanently if it works as good for you as it did for me.

I'm looking forward to going into my first five weeks of Harley classes and damn glad I'm over the first 10 of basic training. I've learned so much and still have so much more to learn.

Well, it's time to go for a ride; the weekends go by too damn fast! Keep it grounded and connected. *—CD*

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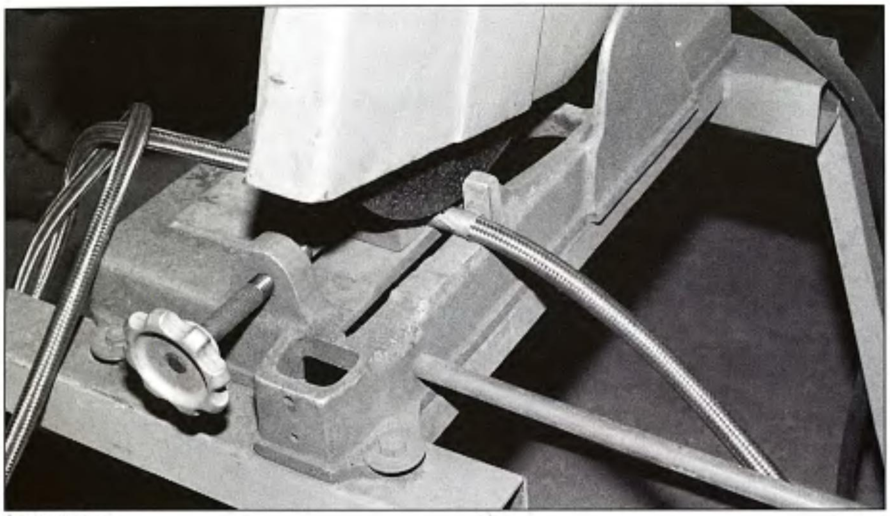
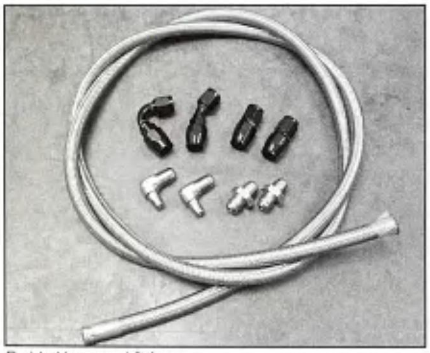

Cutting the hose.


Braided hose and fittings.

Filing into collar and hose.

STEEL-BRAIDED BASICS
Make Your Own Braided Lines For Your Bike

If you're one of those people who likes the look of braided steel or aircraft-style oil, fuel, and brake lines and want to run the real stuff—not the slip-over kind—you're in the right place. The steel-braided lines and fittings are commonly referred to as A/N, which comes from the military designation Army/Navy. This stuff comes in a wide range of sizes, and has its own terms and designations as well. The fittings and hose you see in the picture are –6, which is pronounced "dash six." Other sizes range from –3 for high-pressure applications, to –22 for massive flow requirements.

Anyone can get their hands on the pieces, and it's not hard to assemble the lines. What's even better, is that the lines are rebuildable, in a sense—the hose ends are reusable as long as they're in good shape. OK then, let's get to it. The hose ends used here are from XRP (formerly Keith Black Systems); a diverse size and color selection is offered. The hose ends are usually blue and red, but the ones you see here were black anodized (other colors, even bare finish for polishing, are available on special order). The fittings used here were stainless steel and come from Cherry Performance. They carry a huge selection of stainless A/N fittings and other goodies.

Now since the line, or hose, comes in bulk, you have to cut it to length. It's best to wrap gray tape around the area you want to cut so that the stainless steel braiding doesn't fray too much when you cut it. Ideally, a quick cut in a chopsaw is the best way, but a hacksaw will also do the job nicely.

At this point, you can unwrap the tape, and the hose is slipped into the fitting collar. Notice that the male end itself has a light coating of white grease on it. This helps to lube the threads when it is screwed into the collar and hose. Take your time here, because a slip of the wrench can put a scratch on the hose end. When the line is finished, wash it out with solvent to clean it of any grit from when the line was cut, blow it out, and you're ready to install. A little oil on the threads is a good idea since the hose fittings are aluminum (stainless ones are available but harder to get and are far more expensive). The end result is a clean, streamlined look that provides ease of maintenance and function. And it's something you can do yourself. If you don't want to go through the assembly process, Cherry Performance offers custom lines made to order.

One final tip. When you convert to braided steel lines, you'll need to use fittings that have pipe thread on one end and A/N fitting thread on the other. This is what you'll need for your oil pump, engine case, and so on. However, there is another fitting called a union, which has A/N threads on both sides. On the oil tank on this bike, the pipe threads were drilled out and retapped 9/16-18, which is the thread for –6. A –6 to –6 union is threaded into the oil tank for a cleaner look. Notice the O-ring on the fitting. This is used to seal it since it's going in a straight threaded hole, and not a hose end which seals on the taper. O-rings can be ordered along with the fittings.

And there ya have it. All it takes is some time to route the lines so the braided line doesn't mar metal finishes or paint. When you're done, you'll have a system that looks good and performs well, too. Catalogs are available from both XRP and Cherry Performance.

—*Wordman*

Sources

XRP Inc.
5630 Imperial Highway
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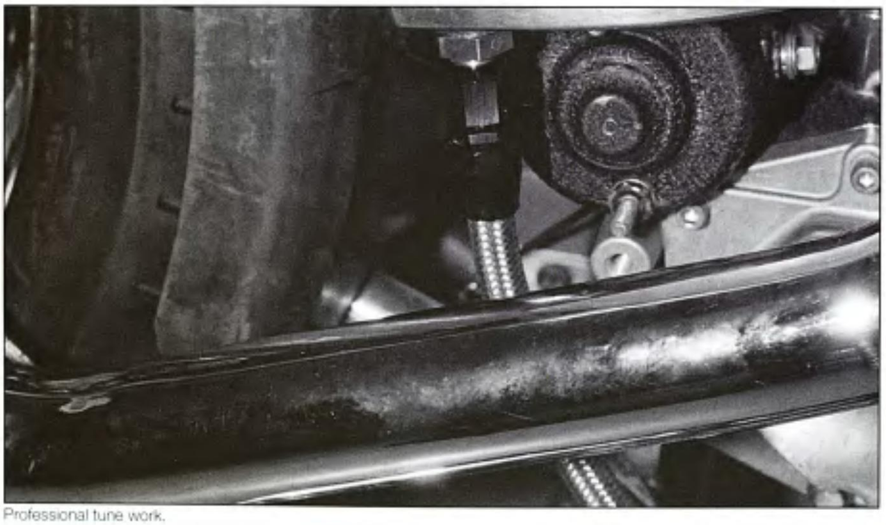
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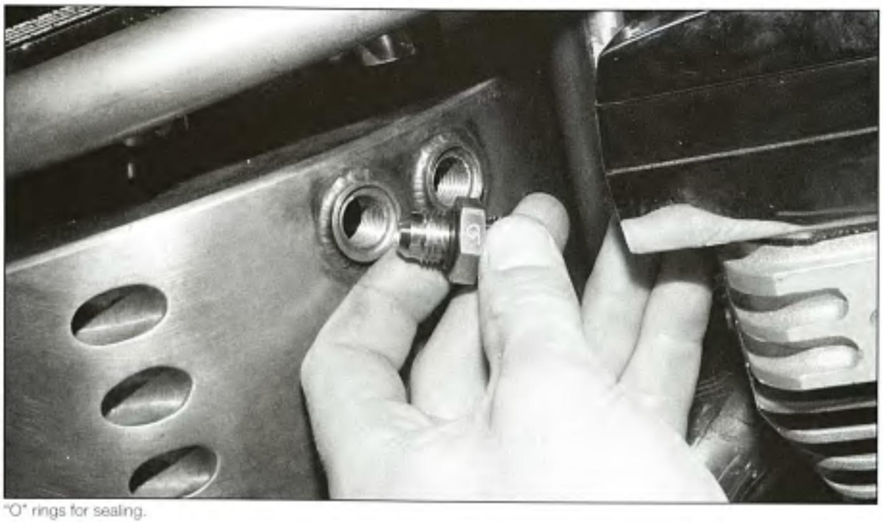
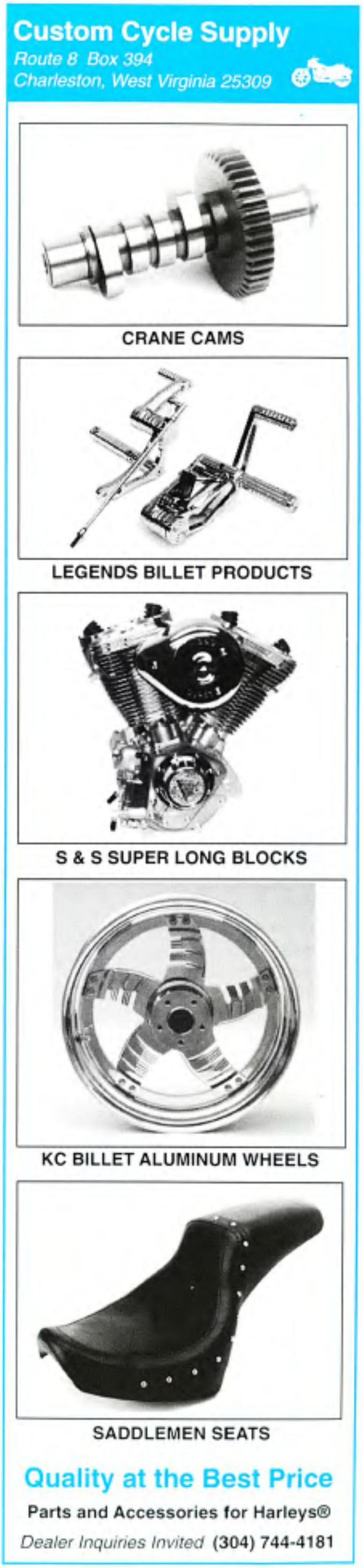

"O" rings for sealing.

Photos : Erik Falconer



TECH TIPS

HEAVY-DUTY HINEY HOME

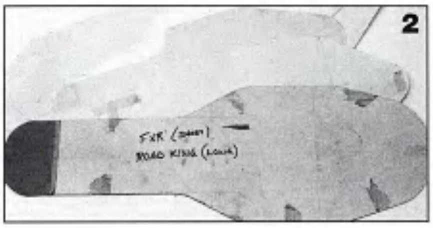
Seat Pans–The Way The Pros Do It

A good fit to your chassis looks right, feels great, and lets your seat cover specialist do his best work. Building a seat base ain't rocket science, but some solid skinny helps. So, we visited Cycle Fab in Brockton, Mass., where Harley seat pans happen regularly.

First, planning and prep. Before starting, check with your upholstery or seat cover shop for their particular seat base requirements—styles and procedures vary. Also, if you're molding your tank, rear fender, frame and/or seat all at once, consider a good local fab shop with sheet metal—and Harley—experience, since the variables and difficulty can mount up.

Cycle Fab begins with a set of cardboard templates (photos 1 and 2) developed through long experience. So should you. It's easier to cut-and-fit paper first. The objective: a symmetrical seat base that fits the outline of frame and fender, does not conflict with mating parts, and meets up pleasantly with the gas tank rear. For popular models, aftermarket fiberglass or polycarbonate bases (photo 3) may still need modification, but can save time. Ancillary parts include rubber edging or welting and ordinary wall bumpers (photo 4), plus mounting hardware (photo 5). The rear tab (fig. 1) can be fabbed to suit or purchased from suppliers (see source list). In this case, the front buckle (fig. 2) was bent and cut to fit a late (model year 1996) tank tongue; the aftermarket offers a profusion of other brackets.

Time to cut. The template pattern gets transferred (photo 6) to seat base stock via machinist's rule, protractor, compass and scribe. Layout blue, like Dykem, aids visibility. Cycle Fab builds bases in 1/16 or 3/32 sheet steel depending on the spans between bumpers and brackets. A little "give" aids comfort and eases installation. Heat-treated aluminum can also save a few ounces. After a rough cut, via band or hacksaw, the base profile is smoothed by a belt sander (photo 7) and filed. Slits (photo 8) will enable the rear edges to roll over the frame rail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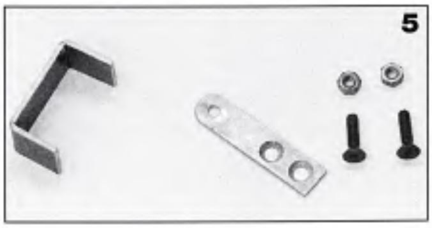
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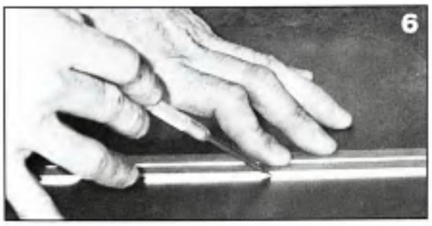
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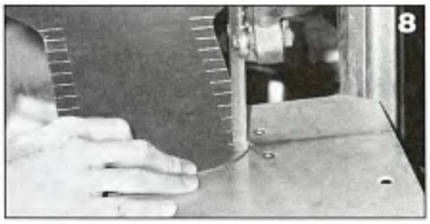
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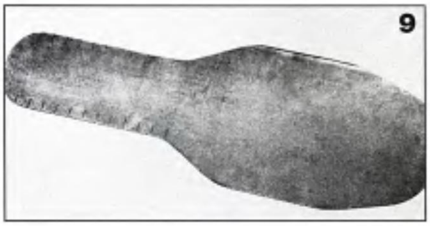
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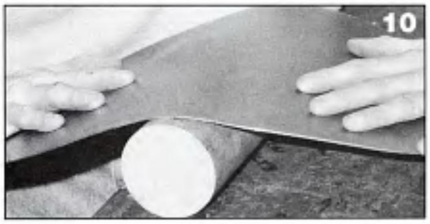
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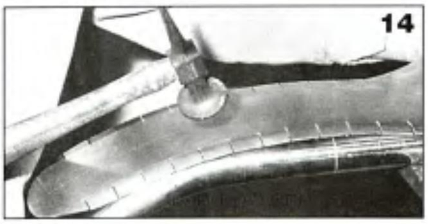
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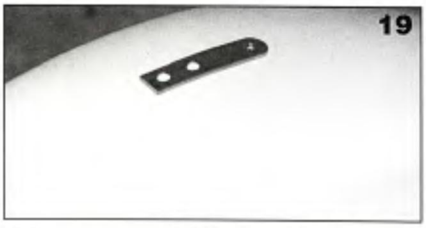
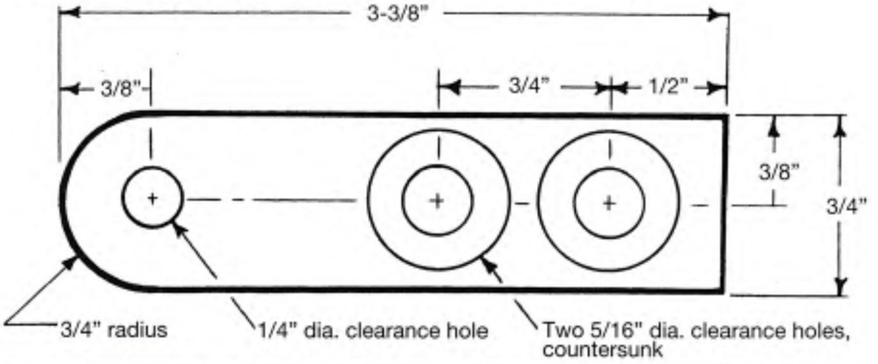
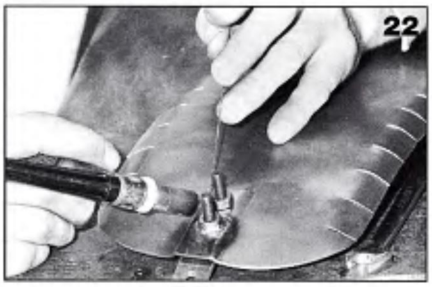
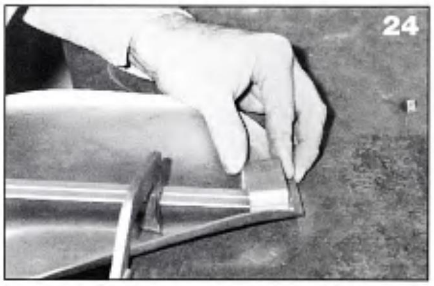


FIGURE 1. SEAT-TO-FENDER TAB

- Material—1/8-inch strap: steel, stainless, aluminum.
- Not to scale.
- Dimensions typical; will vary with application.
- Deburr all sharp edges.







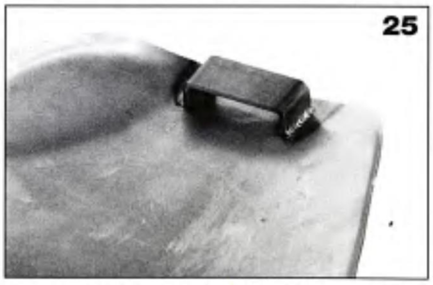
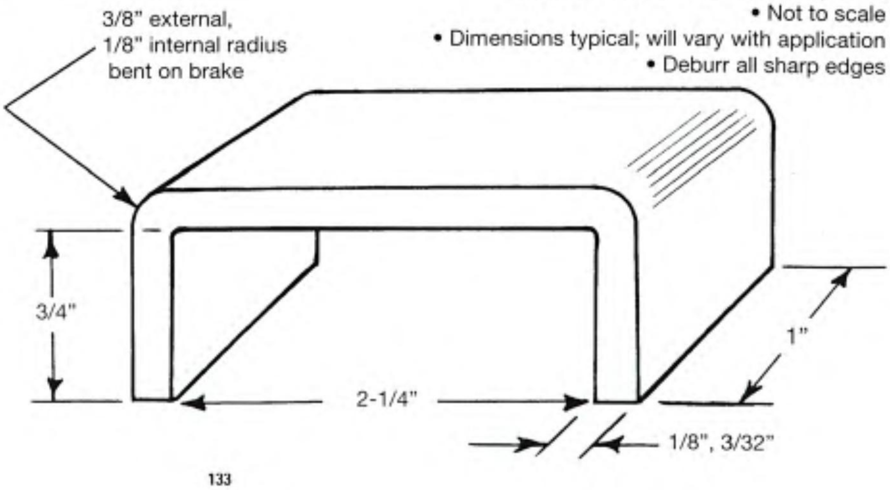


FIGURE 2. SEAT-TO-TANK BUCKLE

- Material—1/8 or 3/32-inch strap steel
- Not to scale
- Dimensions typical; will vary with application
- Deburr all sharp edges



easily. Note the symmetry of the finished flat base (photo 9), which makes the upholsterer's job easier.

Bending begins. The frame depression is matched by coaxing the pan over a 3-inch round (photo 10); this is a try-and-fit operation (photo 11). The larger fender radius happens on a sheet metal roller (photo 12). At this point, deburring of all edges (photo 13) prevents the pan edges from cutting the welting or upholstery later.

Now, detail fitting. Keep in mind that the base is generally carpeted by the upholsterer and sits on bumpers, so it will stand off the frame and fender by about 1/16 to 1/8 inch. Add that much underneath with cardboard for fitting. Edge roll for fender (photo 14) is a breeze, thanks to the slitting and a curved-to-suit form. Ditto for the frame rail match (photo 15); patience and small hammer strokes help. Front-of-pan throat (photo 16) accommodates frame backbone and wiring harnesses, is formed via a 2-inch diameter plug and slow, steady hammer blows (photo 17). Result: raw seat base with uniform, symmetrical look (photo 18).

Finishing touches. Fabbed fender tab (photo 19) needs just a slight curve to mate smoothly. Bottom of seat pan rear is recessed (photo 20) and then drilled (photo 21) to accept bracket. Entire assembly is bolted up to assure alignment; nuts are then welded to upper surface of base (photo 22). Keep spatter off exposed threads! Front buckle is fitted to tank tongue (photo 23), carefully positioned (photo 24) and then just tack welded to check fit. One adjusted and confirmed, the final weld happens (photo 25). Fender rail radius slits are welded up (photo 26) and smoothed. Final fit-up should be straight, true, and symmetrical (photo 27).

Out the door. Before you ship your now-precious pan to the upholsterer, mark the pan for rubber bumpers (photo 28). They generally attach these after carpeting the seat base bottom. Typically, four locations atop frame rails (arrows—photo 29) are best. Finally, add edging (photo 30) and call UPS.

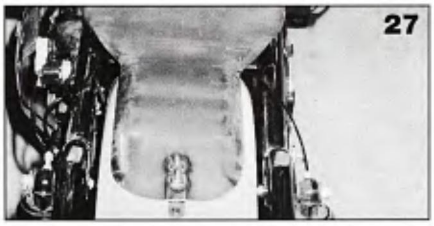
The reward? A finished seat (photo 31) that beautifully and completely disguises that seat pan you worked so long and hard on. But, your butt will feel the difference!

—Jake

TABLE 1. BILL OF MATERIALS

AMOUNT	DESCRIPTION	MATERIAL
2	5/16 x 1/2 in. flat head cap screws	steel
2	5/16 nuts to fit screws	steel
1	fender tab (see drawing)	steel, alum.
1	seat buckle (see drawing)	steel, alum.
1	seat base stock 1/16 to 1/8 in. approx. 14 in. x 36 in.	sheet steel, alum.
1	1/4 x 1/2 in. cap screw and lock nut for fender mount	steel
4	wall or door bumpers, attach. screws	rubber, steel
4-6 lin.ft.	edging or welting	rubber

26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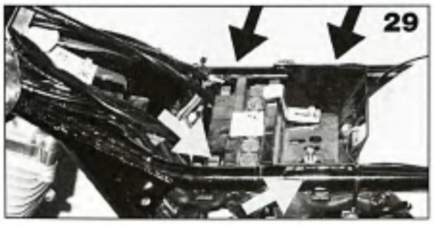
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30

31

Photos: Jake

Sources

Upholstery, padding, covering of custom seat pans
Danny Gray
625 Third St.
Clovis, CA 93612
(209) 299-1000

Fabrication of custom seat pans
Cycle Fabrications
909 N. Main St.
Brockton, MA 02401
(508) 586-2511

Rubber edging/welting/bumpers
Restoration Specialties
and Supply, Inc.
P.O. Box 328
Windber, PA 15963
(814) 467-9842

Rear seat bracket
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Fort Worth, TX 76155
(800) 527-1635
CSI part #180160

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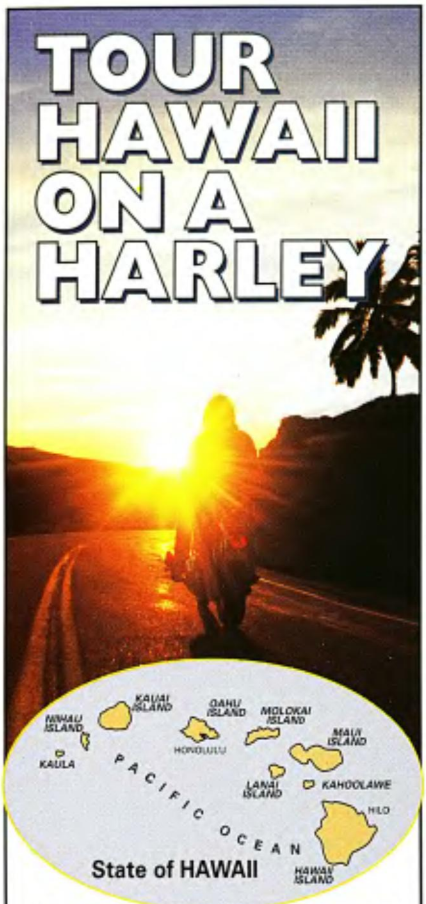

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TECH TIPS

POWDERCOATING AT HOME

Yeah, You!

What exactly is powdercoating? In a nutshell, it is a method of applying an electrically charged powder to a metal part, that will be baked for curing. The resulting abrasion-resistant finish withstands UV light and most chemicals, including fuels, brake fluids, and solvents.

Eastwood, famous specialty tool and product supplier for the automotive and motorcycle hobbyist, now offers an economical at-home alternative to professional powdercoating—HotCoat Powder Coating System. This kit allows you to apply a durable powdercoat finish with professional results at home.

Eastwood's HotCoat Powder Coating System comes complete with application gun, power supply, 8 ounces of high-gloss black powder, all interconnecting cords with activation switch, and detailed instructions. You get the whole enchilada for a mere $149.99. That's less than you'd could pay to have only a handfulla parts professionally coated. Fourteen colors are available and will cost you $11.99 for each 8-ounce can. They include natural metal finishes (cast iron, stamped steel, cast aluminum), solid colors (gloss, satin, and semigloss black, red, orange, yellow, blue), and translucents (satin clear, gloss clear, blue, red, gold).

All you need is a small air compressor or portable air tank with a regulator, to supply as little as 5-10 psi to the gun, and an electric oven or toaster oven to cure the parts. Now don't try this with your ol' lady's brand-new oven, folks. You will find plenty of inexpensive, used ovens for sale in the newspaper.

We put a HotCoat unit to the test. After going through 700 pounds of scrap metal Bomber had in the back of his truck, we came across an aluminum master cylinder that had seen better days and a foot clutch and connecting link that Bandit custom made 20 years ago.

All the parts we used were stripped and carefully degreased, prior to being hung on a rack for coating. Since they were in good condition, they didn't require further preparation (powdercoat goes on bare metal). If yours are rusty or oxidized, clean up the loose stuff with a wire brush, sand smooth, and spray with Eastwood's Coroless. Coroless is a rust stabilizer that's compatible with powdercoating. If you need to fill scratches, use Eastwood's Metal To Metal filler. Never use plastic body filler, as it will gas up during the curing process, resulting in poor adhesion. We used Eastwood's silicone plugs on all bolt holes, fluid outlets, and bores of the master cylinder, and masked off the reservoir opening and cover mating surface with Eastwood's heat-resistant fiberglass masking tape.

Next we connected our parts to the ground wire and clip, then plugged the power unit into a properly ground 110v outlet. Then, we connected the spray gun to our air

HotCoat kit includes a power unit, spray gun with moisture trap, connecting cords, and activation switch.

Eastwood offers many other products that make your life easier. High temperature silicone plugs and fiberglass masking tape come in handy when masking-off certain areas.

supply, set at 10 psi. A dust mask is a must while applying the fine powder that shoots out of the gun in a thin cloud. Applying an even layer of powder is no rocket science, but takes a bit of practice. You will pick up some helpful hints from the instruction booklet.

Once we felt we had sufficient coverage, we carefully positioned the parts into the oven. If you are coating many small parts, it's best to hang them from the cooking grill while spraying, then slide the whole thing into the oven. Avoid shaking the parts, as powder may fall off. If you accidentally smudge the powder while handling the rack, simply blow it all off, and repeat the coating process.

During the coating, excess powder will fall to the ground; it can be swept away with a broom or a blow gun, and disposed of in the trash. The fallout can be reused. Simply lay a clean plastic tarp under the spray area, and you can pour the extra powder back into a can. To clean the equipment, simply take the application gun apart, and blow each component with compressed air— it takes two minutes, and no solvents are needed.

For the final step, we placed our toaster oven in a well-ventilated area and preheated it for 10 minutes at 400 degrees Fahrenheit. Next, we slid the parts in and watched the dull powder melt down and produce a smooth and shiny, paint-like finish. For correct curing, leave the heat on for 10 minutes after initial meltdown. When time was up, we turned the heat off and let the part slowly cool off with the oven door open before taking it out. Eastwood says that if cooled off too rapidly, the finish can dull out. Anyway, as soon as you can handle the part, it's ready to use!

Besides the fact that it brings immediate results, the HotCoat kit quickly pays for itself, and it is environment-friendly (no VOCs or solvents are involved in the operation). Plus, you don't have to worry about shipping small parts to a professional operation, where they can get lost in the shuffle. The applications for this system are endless on a custom or restoration project. You can duplicate natural metal finishes, use bright colors, or clear over polished parts to preserve their appearance.

As Eastwood puts it, "This may be the most innovative new product since the introduction of the aerosol can."

—Lafayette

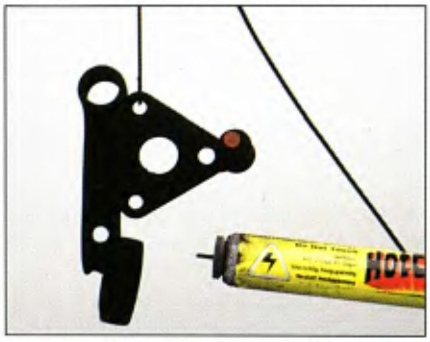
Source

The Eastwood Company,
Box 3014,
Malvern, PA 19355-0714.
Ph:1-800-345-1178
Web site: http://www.eastwoodco.com

Left: Our old clutch pedal and link arm have been sand-blasted, prepped, and are ready to be coated. Right: The vintage Hurst/Airheart master cylinder is carefully masked-off and plugged.

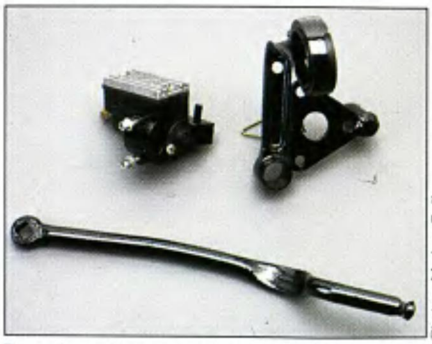
The master cylinder under the gun.

The clutch pedal is hung off a piece of coat-hanger ...



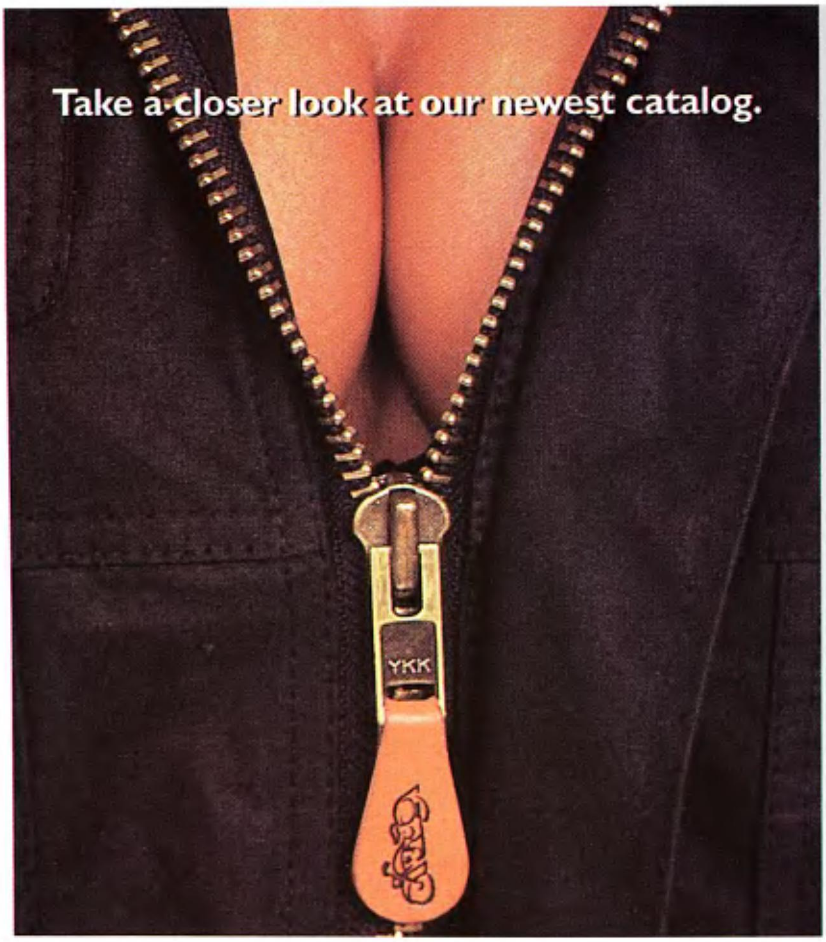
... and wired to the ground cable, before powder is applied.

Ten minutes in the oven at 400° F, and *voilà!*



The parts are left to cool and are ready to assemble as soon as you can handle them. Can your paint do that?

Photos: Markus Cuff



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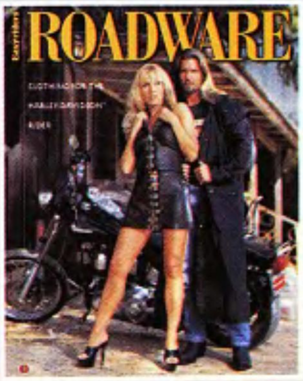

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SWEEPSTAKES WINNER

1997 Sweepstakes winner, Krazy John Carlile (center), flanked by Oil Can and October '97 Fox, Reneé.

Krazy Reader Hits Easyriders Lottery
And Wins A New Heritage Springer

"It's like winning the lottery!" So says the grand prize winner of the 1997 $100,000 Subscriber Sweepstakes, "Krazy" John Carlile (KJ for short) of Modesto, California. KJ's name was drawn from thousands of entries, making it just like hittin' the big one. KJ had to be the happiest bro on the planet when he was called and told he was the winner. After several days of floor pacing and head scratching, he decided on the 1998 Heritage Springer. It was a tough decision: one of four different bikes or *$15,000 cash!*

KJ busts his ass for United Can Co. and, at 51, has been reading *Easyriders* since day one. "This has gotta be the happiest day of my life!" he told me on the phone. Once the deal was sealed, we settled on a day and place to deliver the bike. Luckily, I remembered that Reneé, our October '97 Fox, lived in the Modesto area, and I was able to hook up with her and add some real beauty to this event.

After partyin' all night with Renee and a few of her "work associates," it was time for us head to Mitchell's Modesto H-D and make KJ a happy man. What we weren't ready for was the fact that KJ had apparently notified the entire city of Modesto of our arrival, and Mitchell's owners, Art and Linda Mitchell, had laid out one helluva spread. Reneé and I gave Krazy the Springer in front of a cheering crowd. I wasn't sure who they were cheering for, Reneé or KJ, but it was great to see folks show up to support both their local celebs. As soon as KJ received the keys, Reneé gave him a champagne shower and it was time to hit the road.

If you'd like to be standing in the winner's circle next year, flip to page 45 and enter the sweepstakes. Ya can't win if ya don't enter, so put down that beer and grab a pen. Who knows? The world could be staring at your mug next year ... and you could be holding the keys to a new scoot or a wad of cash. *—Oil Can*

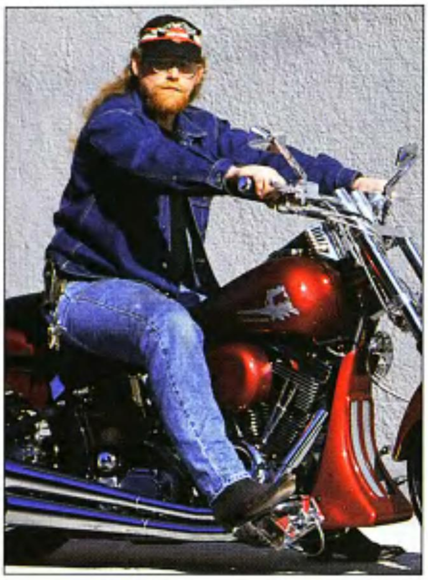
Photos: John Smith

READERS' RIDES

Scott Chaney
Ripley, West Virginia
1997 Evo Cheetah

My 13-year-old nephew, Robin, told me about a boy he goes to public school with. There is no dress code at his school, yet this boy wears a suit and tie every day and regularly reads the *Wall Street Journal*. Now at first I thought, "Well, I guess there's nothing wrong with good grooming and instilling in your child the importance of financial responsibility." But as I questioned him further, Robin reported that this kid said his mother left her first husband because he was a greasy mechanic and went on to marry a stockbroker. This story fucked me up, man.

My mom used to tell me that there were two kinds of people in this world: those who had and those who didn't. We were members of the have-nots, and always would be. You just don't tell kids shit like that. It's total self-serving psychobabble. I mean, why not tell the kid that financial reward isn't as important as pride in workmanship, and feeling good about what you do? Sure it's too late for me. I bought into that success



Photos: Scott Cunningham

is the sweetest revenge bullshit, but ...

I'm going off on a serious tangent [as usual, ed.]. What I meant to do was segue into the story of Derek Cochran, owner of Main Street Motorcycles in Ripley, West Virginia, and how proud he is to run a small, traditional bike shop that builds quality bikes for each individual customer.

When I talked with Derek, he had the flu, a serious high temperature, and was throwing up—the works. But he still was able to tell me, with pride, about his latest bike, a 1997 Cheetah that he built for his customer Scott Chaney.

It started with a Win Product's wide ride/soft ride frame, in which he added a stock Evo engine, Ceriani forks, a stretched gas tank, Pro-One oil tank, as well as a huge number of Main Street fabricated items. It was then painted House of Kolor candy apple red by Al Darlings.

Derek's father bought Derek and his brother dirt bikes when they were kids, and actually encouraged them to ride. His father wanted his sons to have the opportunities that he never did. Derek and his brother still ride, as does Derek's wife, Karen. Now *those* are family values.

—*Flynch*

Trish Moss
United Kingdom
1200 Sportster

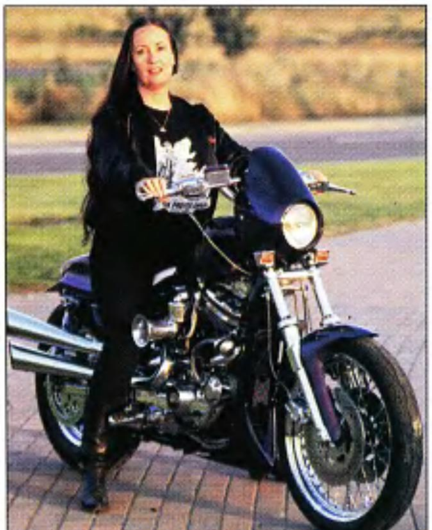
Trish's bike is not only damn pretty—and, yes, "pretty" is the right word—but it's a Sportster to boot. Rumor has it, you can't travel distance on a Sportster. Yet why is it everywhere I go in the UK or Europe, I keep running into Trish (on her Sportster) and her larger half, Nij? This isn't a trick question; Trish rides the bike, and rides it hard.

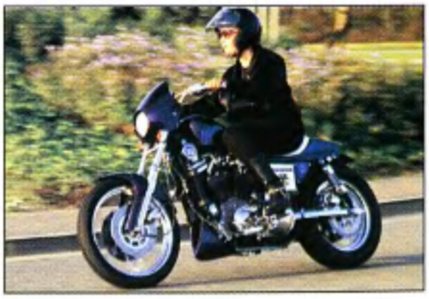
Nij recalls an occasion when he was on a Ducati fast mobile thingie, clocking 120 mph, and he couldn't catch Trish. When I shot this, "Bewitched," as it's called, was leaning on its stand close to the edge of Lake Garda in Northern Italy, having negotiated the serpentine blacktop of the Alps during an unseasonably stormy spell of gales and rain. Blessedly, the Italian side of the great divide was all sunshine and warmth. So with the aid of the Sonax bike wash facility, Bewitched was sparkling and fit to show, and by the end of the weekend had picked up yet another increment to the catalogue of honors that crowd the biking duo's mantelpiece, 24 to date.

The bike has always had a white seat, Trish's trademark, regardless of all the permutations it has been through. White seats are like pleated skirts, pigtails, and bobby socks—they're for girls. Having said that, the next bike I write up will probably be a white-saddled Knuckle chop owned by an SAS soldier with a bad attitude.

The present incarnation of the bike is the third total rebuild. Trish likes to keep the original factory concept, working around and embellishing it rather than departing from it.

The inspiration for this rebuild came from the Sportster of François Shetelat (see page 65), the French stunt man who does things on Harleys that their detractors claim can't be done. François' act of wild wheelies, acrobatics, and burnouts is a visually stimulating exhibition that demands some fancy props, and his main mount (he does some stunts on a Glide, too) is as pretty as Roy Roger's "Trigger," albeit in yellow. It was François, in fact, who made the bodywork for Trish's bike; the headlight cowling, belly pan, seat and front fender were all crafted by the cunning Celt, though the fittings had to be separately sourced. Enter Andy Cowdrey, a graduate of the "Nij and Guilds" school of mechanical excellence, and Steve from RMD of Reading, for it was they who were responsible for mating the Frenchman's parts to the plot, so to speak.





Photos: Richard Sowersby

Despite the lengthy journeys that Nij and Trish make together, Trish doesn't hanker after a big twin and swears she'll never sell the Sporty. The vibes don't bother her, and though the tank holds just a tad under 2 gallons, they like to stop pretty frequently, anyway, so she doesn't find the modest range a problem.

—Ian Mutch

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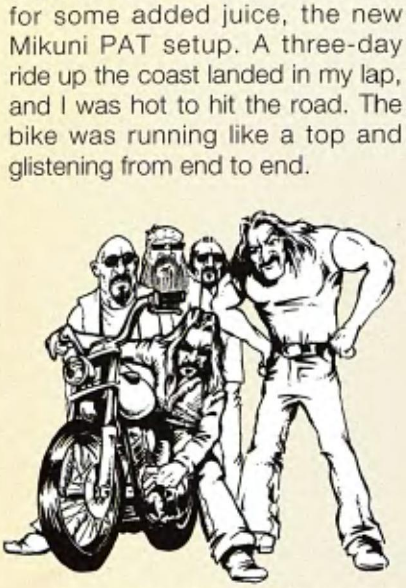
SHIT HAPPENS!

I have a 1996 Road King and I recently installed 80-spoke Hallcraft wheels, a Corbin seat, and for some added juice, the new Mikuni PAT setup. A three-day ride up the coast landed in my lap, and I was hot to hit the road. The bike was running like a top and glistening from end to end.



Day one took us up the coast. The weather was fine and life on the road couldn't have been better. On day two we rolled into the desert. I was out in front, feeling the heat of the land turn my skin a dark tan, while we passed a constant line of iron cages. The bike was running like a bat outta hell when it first coughed. It blinked, I cringed, then it kept going. I had plenty of gas so I wasn't approaching reserve. I relaxed and the wind felt good whipping through my hair, then it coughed again, sputtered and died.

There I was sitting alongside the smoldering desert highway with four guys snarlin' at me. Man, it was hot as pancakes on a griddle. We had heard about petcock problems on these new models, but rumors weren't helping in the desert, miles from even a cold beer.

A few hundred feet ahead was a call box, so I pulled out my

Bros Club card and made a call. I didn't know what to expect, but they hit me with a good attitude and told me to hang, for someone would be out shortly. Just 45 minutes later a flatbed arrived and we loaded the King for the trip to *Easyriders* of Fresno. The petcock was replaced and within two hours I was back on the road.

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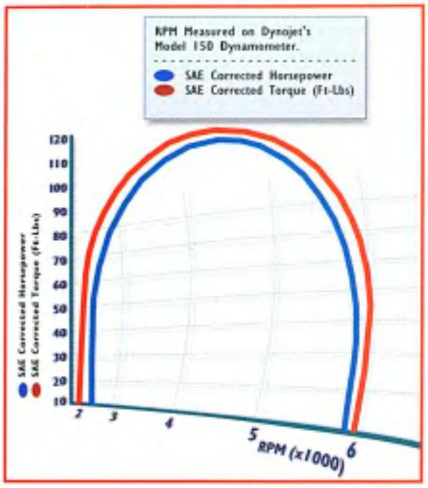
PURESTEEL | Pure Speed in Arizona

For some, it's the outrageous scenery and helmetless roads that seem to go on forever. For others, it's the clean desert air and a great place to vacation. Whatever the reason, →

Arizona is becoming the place to be. No, this isn't a feeble attempt to take over Rip's job, and you haven't stumbled into a really bad *Discovery Channel* show. This really *is* about Pure Steel Custom Cycles and their new Saber model. Who or what is Pure Steel? Well, Pure Steel Custom Cycles, Inc., has, in a short period of time, become recognized as one of the better builders in the country. OK, so that's what they are saying about themselves. Let's see what's really goin' on there.

I've been accused of not giving enough technical info on these test bikes. So, get yer gearhead thinking

caps out, 'cause here we go! We'll start with the engine. Their 96-cubic-incher starts as an S&S engine. They then install their Pure Steel "Stage 1 Racing Heads," which are ported, polished, flowed, and assembled in their "White Room" with all parts matched and balanced to exact tolerances. Polished Delkron cases, 5-speed close-ratio tranny with Andrews gears and shafts, and a specially constructed Mikuni 45mm carb complete the



engine setup. This Mikuni, constructed at the factory to Pure Steel specs, is available only through Pure Steel. The bike puts out 115 horses and 120 foot pounds of torque. *Hey!* Naked women, gratuitous sex and violence, drugs and alcohol, cops chasing innocent bikers. Wake up, dammit!

I'm not saying technical info is boring; I just thought wild adventures of *Easyriders* staff members were a little more exciting. I mean, the tech sheet *is* listed at the end of the article and almost all of you know how to read (the ones who can't, don't care about this →

crap anyway) ... anyway, gearhead caps back on? The Saber has a Pure Steel/Daytec Softail frame with a 36-degree rake and no stretch. Not too sure you like the components on this model? Hey, no sweat. Just contact Pure Steel and tell them you want a list of options. Be prepared for a 12-page book of options. Have something in mind from the ground up? They'll meet your specs, work with your budget—a very important feature—and exceed your expectations.

According to Oscar Coca, president of Pure Steel, "These one-of-a-kind-designs are the result of the skills and dedication of our staff in building high quality bikes with the best parts available." Yes, they do use other manufacturer's components; however, if the existing parts do not meet their standards, they'll engineer and produce their own. "Our primary goal is producing the best quality motorcycle available," Oscar says.

Well, check out the tech sheet for all the other info on this motorcycle. I was gonna tell ya all about what happened when the cops impounded this bike after some backwoods hillbilly mouthed off about the paint job, but there's not enough room now. For more information on Pure Steel Custom Cycles, including their other models, contact them at 4010 Grand Ave., Suite #16 Phoenix, AZ 85019, (602) 841-2000. Better yet, check out this year's *Easyriders* Buyer's Guide and the Guide to American-Made motorcycles, sold exclusively through a news rack near you! Tell 'em Oil Can sent ya!

—*Oil Can*

Manufacturer: ....Pure Steel
City: ....Phoenix, Arizona

General

Fabrication: ....Pure Steel/Ted Fonnesbeck
Year/make: ....1998 Pure Steel
Model: ....Saber
Value: $35,000
Assembly: ....Pure Steel
Chroming: ....Pete's Plating & Polishing

Engine

Year/model: ....1997 S&S
Rebuilder: ....Pure Steel/Tim Rowe
Ignition: ....Screamin' Eagle
Displacement: ....96 cubic inches
Lower end: ....S&S
Balancing: ....Pure Steel/Tim Rowe
Pistons: ....S&S
Cases: ....S&S
Heads: ..Pure Steel stage 1 by Tim Rowe
Cam: ....Pure Steel
Lifters: ....JIMS
Carb(s): ....S&S Shorty G
Air cleaner: ....Arlen Ness
Pipes: ....Samson

Transmission

Year: 1997
Builder: ....H-D/Pure Steel/Danny Elzy
Shifting: ....foot
Modifications: ..Andrews shafts and gears
Engine sprocket: 24-tooth
Trans sprocket: 32-tooth
Wheel sprocket: 70-tooth

Paint

Molding: ....Danny Livingston
Painter: ....Danny Livingston
Color/type: Canary Yellow/House of Kolor
Special paint: ....airbrushed graphics

Frame

Year/builder: ....1997 Atlas
Type: ....Softail
Modifications: ....36-degree rake

Accessories

Bars: ....Custom Chrome 15-inch apes
Handlebar controls: ....Ness
Fender(s): ....Pure Steel front, Atlas rear
Headlight: ....Ness
Taillight: ....tombstone
Speedo: ....Custom Chrome
Dash: ....Ness
Pegs: ....Ness
Foot controls: ....Pure Steel
Gas tank: 5-gallon
Oil tank: ....Chopper Guy's
Oil system: ....S&S
Seat: ....Atlas
Mirrors: ....Ness
Grips: ....Pure Steel

Forks

Type: ....H-D/Ness
Builder: ....H-D/Ted Fonnesbeck/Pure Steel

Wheels

Front

Type: ....Ness
Size: 18-inch
Rim width: 3.5-inch
Tire: ....Avon
Brake: ....Ness

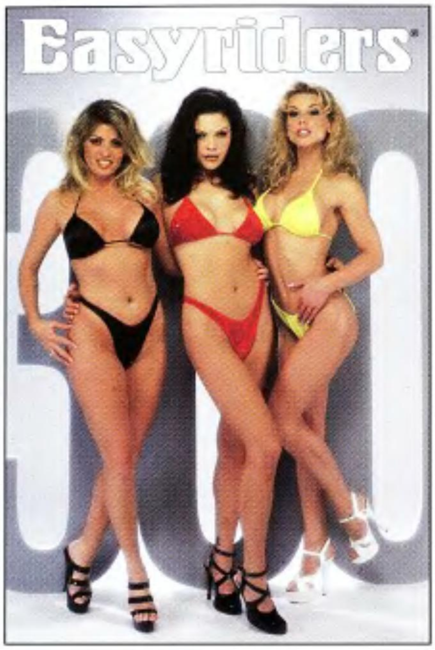
Rear

Type: ....Ness
Size: 18-inch
Rim width: 5.5-inch
Tire: ....Avon
Brake: ....Ness

Other Special Modifications: ......custom fabrications and details by Doug Twineham
Photos: ....Pure Steel

COMING AT YA

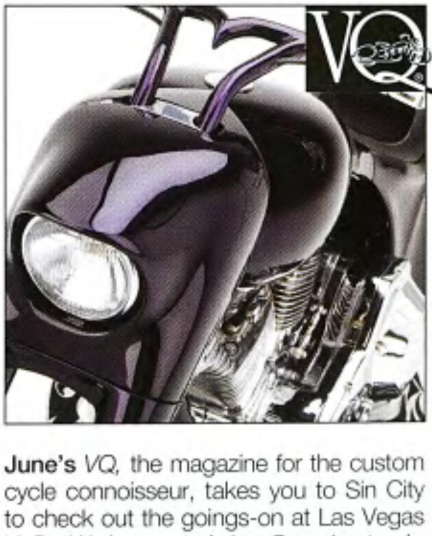
Ah, **June** ... weddings, brides, flowers ... NOT!! Welcome to the dark side. 'Round here, June means divorce, scantily clad sex sirens, and smoke-spewing, environment-pollutin' loud pipes—in no particular order. This here June issue is extra special, though, 'cause it's our 300th damn issue. Yeah, we've been working our asses off for 26 friggin' years for you people, and what do we get for it? Not a goddamn thing. Not a thank you, not an attaboy, not even a couple cases of red, white, and blue. But that's OK—we're still gonna give you the best damn magazine on the planet, and to showcase all the "hard work" we've been doing, we're gonna give you a look back at the best bikes and babes of the last quarter century. That's 300 bitchin' bikes and an assortment of hardbellies from pre-plastic to fantastic. So don't just stand there. Ride down to your nearest liquor store, buy issue 300, and give us the respect we deserve. Thank you. *On sale April 25*



The **May** issue of *Biker* delivers the goods—cheap and crusty, just like ya like 'em. We like to think of it as a guide for degenerate living—it works for us. Catch Mutha's ornery advice, T&A galore, foul fiction, rank jokes, bad-ass bikes, and all the other twisted stuff ya crave ... *On sale now*

In The Wind's **July** issue marks our 20th Anniversary and we've got a mind-bendin' issue for ya. There'll be an additional separate fun-filled bonus mag, (U.S. versions only) showing off a gallery of great *Wind* flicks and words from the photogs who created them. Grab it! *On sale now*

July's *Quick Throttle* is packed with explosive racing action and enough high-performance scoots to put you into high gear. We've got Hunter Simms' Bay Area Softail, Robert Swartout's Street Rod, Steve Britt's Custom FXR, and Charlie Hadayia's Special Evo. Get one quick! *On sale April 28*



June's *VQ*, the magazine for the custom cycle connoisseur, takes you to Sin City to check out the goings-on at Las Vegas H-D. We've got John Convington's Stealth bike, TJ DelCarlo's FXSTC, and plenty more high-class scoots. Artist Marc Johnson shows off his dream Lamborghiniesque bike. *On sale April 24*

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